

HAWAIIAN

ALMANAC AND

ANNUAL

FOR

1890

A HANDBOOK OF INFORMATION

On Interesting Matters Relating to the
Hawaiian Islands.

THOS. G. THURM, Compiler and Publisher.

Sixteenth Year.

HONOLULU, H. I.:

PRESS PUBLISHING COMPANY STEAM PRINT.

1889.

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HAWAIIAN
ALMANAC AND ANNUAL
FOR
1890.

A HANDBOOK OF INFORMATION

ON MATTERS RELATING TO THE HAWAIIAN ISLANDS, ORIGINAL
AND SELECTED, OF VALUE TO MERCHANTS,
TOURISTS AND OTHERS.

THOS. G. THURM, COMPILER AND PUBLISHER.

Sixteenth Year of Publication.

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HONOLULU, H. I.:
PRESS PUBLISHING COMPANY STEAM PRINT.
1889.

1890

Counting-House Calendar.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JAN.	5 12 19 26	6 13 20 27	7 14 21 28	1 8 15 22 29	2 9 16 23 30	3 10 17 24 31	4 11 18 25
FEB.	2 9 16 23	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29
MAR.	2 9 16 23 30	3 10 17 24 31	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29
APRIL	6 13 20 27	7 14 21 28	8 15 22 29	9 16 23 30	10 17 24 31	11 18 25	12 19 26
MAY	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29	9 16 23 30	10 17 24 31
JUNE	1 8 15 22 29	2 9 16 23 30	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28
JULY	6 13 20 27	7 14 21 28	8 15 22 29	1 8 15 22 29	2 9 16 23 30	3 10 17 24 31	4 11 18 25
AUG.	3 10 17 24 31	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29	9 16 23 30
SEPT.	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25
OCT.	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23
NOV.	2 9 16 23 30	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29
DEC.	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25

THOS. G. THURM,
PUBLISHER,
Importing & Stationer, & Book & Seller & News & Agent,
No. 106 Fort Street, Honolulu, H. I.

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HAWAIIAN ANNUAL CALENDAR FOR 1890

Being the sixteenth year of the reign of KALAKAUA.

The 112th year since the discovery of the Hawaiian Islands by Captain Cook.

The latter part of the 114th and the beginning of the 115th year of the Independence of the United States of America. Also,

The year 5650-51 of the Jewish Era;

The year 1308 of the Mohammedan Era;

The year 2643 since the foundation of Rome, according to Varro.

HOLIDAYS OBSERVED AT THE HAWAIIAN ISLANDS.

* New Year	Jan. 1	* Kamehameha Day	June 11
Chinese New Year	Jan. 20	American Anniversary	July 4
* Accession of Kalakaua	Feb. 12	* His Majesty's Birthday	Nov. 16
* Kamehameha III. Birthday	Mar. 17	Thanksgiving Day—American	Nov. 27
Good Friday	April 4	* Recognition of Hawaiian Inde-	
Birth of Queen Victoria	May 24	pendence	Nov. 28
Decoration Day	May 30	* Christmas	Dec. 25

—Those prefixed thus * are recognized as National Holidays.

CHRONOLOGICAL CYCLES.

Dominical Letter	E	Solar Cycle	23
Epact	9	Roman Indiction	3
Golden Number	10	Julian Period	6603

CHURCH DAYS.

Epiphany	Jan. 6	Whit Sunday	May 25
Ash Wednesday	Feb. 19	Trinity Sunday	June 1
First Sunday in Lent	Feb. 23	Corpus Christi	June 5
Good Friday	April 4	Advent Sunday	Nov. 30
Easter Sunday	April 6	Christmas	Dec. 25
Ascension Day	May 15		

ECLIPSES IN 1890.

In the year 1889 there will be three Eclipses, two of the Sun and one of the Moon, and a Lunar Appulse.

A Lunar Appulse, June 2, 1890, visible at Honolulu as follows, viz.:

Time of right ascension, 7.48.16 P.M. Time of nearest approach, 8.13.38 P.M.—Honolulu mean time. (Appulse, in this case, a close approach to the Earth's shadow.)

I. Annular eclipse of the Sun, June 16, not visible at these islands.

II. A partial eclipse of the Moon, Nov. 26, commencing at 0.44.3 A.M., Honolulu mean time. Enters shadow 2.53.9 A.M.; middle of eclipse 3.02.3 A.M.; leaves shadow 3.10.6 A.M.; leaves Penumbra 5.20.2 A.M. Magnitude of eclipse = 0.005 (Moon's diam. = 1).

III. Central eclipse of the Sun, Dec. 11, not visible at these islands, but visible throughout the South Seas, New Zealand, portions of Australia, Indian Ocean and Madagascar.

FIRST QUARTER, 1890.

JANUARY.				FEBRUARY.				MARCH.			
D.	H. M.			D.	H. M.			D.	H. M.		
5 Full Moon.....	7	05.3	P.M.	4 Full Moon.....	2	42.0	P.M.	6 Full Moon.....	8	15.9	A.M.
13 Last Quarter....	8	01.2	P.M.	12 Last Quarter...	8	10.9	A.M.	13 Last Quarter....	5	33.2	P.M.
20 New Moon.....	1	17.5	P.M.	18 New Moon.....	11	56.2	P.M.	20 New Moon.....	10	29.9	A.M.
27 First Quarter...	9	44.9	A.M.	26 First Quarter...	3	34.9	A.M.	27 First Quarter...	11	01.1	P.M.
Day of Month.	Day of Week..	Sun Rises.....	Sun Sets.....	Day of Month.	Day of Week..	Sun Rises.....	Sun Sets.....	Day of Month.	Day of Week..	Sun Rises.....	Sun Sets.....
		H.M.	H.M.			H.M.	H.M.			H.M.	H.M.
1 Wed....		6 41	9 5 25 9	1 Sat.....		6 40	3 5 47 3	1 Sat.....		6 23	4 6 01 6
2 Thurs...		6 42	0 5 26 7	2 SUN....		6 39	9 5 47 9	2 SUN....		6 22	6 6 02 0
3 Fri....		6 42	1 5 27 5	3 Mon....		6 39	5 5 48 5	3 Mon....		6 21	8 6 02 3
4 Sat....		6 42	2 5 28 3	4 Tues....		6 39	1 5 49 1	4 Tues....		6 21	0 6 02 7
5 SUN....		6 42	3 5 29 1	5 Wed....		6 38	7 5 49 7	5 Wed....		6 20	2 6 03 1
6 Mon....		6 42	4 5 29 9	6 Thurs...		6 38	3 5 50 3	6 Thurs...		6 19	4 6 03 4
7 Tues...		6 42	6 5 30 6	7 Fri....		6 37	8 5 50 9	7 Fri....		6 18	6 6 03 6
8 Wed....		6 42	8 5 31 1	8 Sat.....		6 37	2 5 51 5	8 Sat.....		6 17	9 6 03 7
9 Thurs...		6 43	0 5 31 6	9 SUN....		6 36	7 5 52 1	9 SUN....		6 17	2 6 03 9
10 Fri....		6 43	2 5 32 2	10 Mon....		6 36	1 5 52 6	10 Mon....		6 16	5 6 04 0
11 Sat....		6 43	5 5 32 8	11 Tues...		6 35	7 5 53 7	11 Tues...		6 15	8 6 04 2
12 SUN....		6 43	8 5 33 4	12 Wed....		6 35	1 5 53 8	12 Wed....		6 15	1 6 04 3
13 Mon....		6 44	0 5 34 0	13 Thurs...		6 34	4 5 54 4	13 Thurs...		6 14	6 6 04 4
14 Tues...		6 43	9 5 34 8	14 Fri....		6 33	9 5 53 9	14 Fri....		6 14	0 6 04 5
15 Wed....		6 43	8 5 35 6	15 Sat....		6 33	4 5 53 4	15 Sat....		6 13	4 6 04 5
16 Thurs...		6 43	6 5 36 4	16 SUN....		6 32	9 5 52 9	16 SUN....		6 12	8 6 04 5
17 Fri....		6 43	4 5 37 3	17 Mon....		6 32	4 5 52 4	17 Mon....		6 12	2 6 04 6
18 Sat....		6 43	2 5 38 2	18 Tues...		6 31	9 5 51 9	18 Tues...		6 11	6 6 04 6
19 SUN....		6 43	0 5 39 0	19 Wed....		6 31	4 5 51 4	19 Wed....		6 11	1 6 04 6
20 Mon....		6 42	9 5 39 6	20 Thurs...		6 30	9 5 50 9	20 Thurs...		6 10	6 6 04 6
21 Tues...		6 42	9 5 40 2	21 Fri....		6 30	1 5 52 3	21 Fri....		6 09	9 6 04 7
22 Wed....		6 42	8 5 40 8	22 Sat.....		6 29	3 5 53 7	22 Sat.....		6 09	1 6 04 8
23 Thurs...		6 42	7 5 41 4	23 SUN....		6 28	4 5 55 1	23 SUN....		6 08	4 6 04 9
24 Fri....		6 42	7 5 42 0	24 Mon....		6 27	6 5 56 5	24 Mon....		6 07	6 6 05 0
25 Sat....		6 42	6 5 42 6	25 Tues...		6 26	7 5 57 9	25 Tues...		6 06	9 6 05 1
26 SUN....		6 42	3 5 43 3	26 Wed....		6 25	8 5 59 4	26 Wed....		6 06	2 6 05 2
27 Mon....		6 42	0 5 44 0	27 Thurs...		6 24	9 6 00 9	27 Thurs...		6 05	4 6 05 4
28 Tues...		6 41	7 5 44 7	28 Fri....		6 24	2 6 01 3	28 Fri....		6 03	4 6 06 5
29 Wed....		6 41	3 5 45 3					29 Sat.....		6 01	4 6 07 7
30 Thurs...		6 41	0 5 46 0					30 SUN....		5 59	4 6 08 9
31 Fri....		6 40	7 5 46 7					31 Mon....		5 57	4 6 10 1

DIMENSIONS OF MOKUAWEOWEO.

(The Summit Crater of Mauna Loa, Island of Hawaii.)

Area, 2.70 square miles, or 2,370 acres.

Circumference, 50,000 ft. or 9.47 miles.

Length, 19,500 ft. or 3.7 miles.

Width, 9,200 ft. or 1.74 miles.

SECOND QUARTER, 1890.

APRIL.				MAY.				JUNE.			
D.		H. M.		D.		H. M.		D.		H. M.	
4	Full Moon....	10.53.0	P. M.	4	Full Moon....	10.37.4	A. M.	2	Full Moon....	8.02.7	P. M.
11	Last Quarter....	11.21.7	P. M.	11	Last Quarter....	5.50.1	A. M.	9	Last Quarter....	11.18.4	A. M.
18	New Moon....	9.34.1	P. M.	18	New Moon....	9.47.0	A. M.	16	New Moon....	11.26.2	P. M.
26	First Quarter....	5.20.0	P. M.	26	First Quarter....	0.02.4	P. M.	25	First Quarter....	3.22.1	A. M.
Day of Month	Day of Week	Sun Rises...	Sun Sets....	Day of Month	Day of Week	Sun Rises...	Sun Sets....	Day of Month	Day of Week	Sun Rises...	Sun Sets....
		H. M.	H. M.			H. M.	H. M.			H. M.	H. M.
1	Tues....	5 55 3	6 11 3	1	Thurs....	5 33 0	6 21 0	1	SUN....	5 21 8	6 33 6
2	Wed....	5 54 7	6 11 6	2	Fri....	5 32 4	6 21 3	2	Mon....	5 21 6	6 34 0
3	Thurs....	5 54 1	6 11 8	3	Sat....	5 31 9	6 21 7	3	Tues....	5 21 5	6 34 4
4	Fri....	5 53 5	6 12 0	4	SUN....	5 31 3	6 22 0	4	Wed....	5 21 3	6 34 8
5	Sat....	5 52 9	6 12 2	5	Mon....	5 30 8	6 22 4	5	Thurs....	5 21 2	6 35 2
6	SUN....	5 52 4	6 12 4	6	Tues....	5 30 3	6 22 7	6	Fri....	5 21 2	6 35 5
7	Mon....	5 51 7	6 12 6	7	Wed....	5 29 8	6 23 0	7	Sat....	5 21 3	6 35 9
8	Tues....	5 50 9	6 12 8	8	Thurs....	5 29 3	6 23 3	8	SUN....	5 21 3	6 36 2
9	Wed....	5 50 1	6 13 0	9	Fri....	5 28 8	6 23 7	9	Mon....	5 21 4	6 36 6
10	Thurs....	5 49 3	6 13 3	10	Sat....	5 28 3	6 24 1	10	Tues....	5 21 4	6 36 9
11	Fri....	5 48 5	6 13 6	11	SUN....	5 27 8	6 24 5	11	Wed....	5 21 5	6 37 3
12	Sat....	5 47 7	6 13 9	12	Mon....	5 27 4	6 24 9	12	Thurs....	5 21 6	6 37 6
13	SUN....	5 46 9	6 14 2	13	Tues....	5 27 0	6 25 3	13	Fri....	5 21 8	6 37 8
14	Mon....	5 46 1	6 14 5	14	Wed....	5 26 6	6 25 7	14	Sat....	5 22 0	6 38 0
15	Tues....	5 45 3	6 14 8	15	Thurs....	5 26 2	6 26 1	15	SUN....	5 22 2	6 38 2
16	Wed....	5 44 7	6 15 1	16	Fri....	5 25 9	6 26 5	16	Mon....	5 22 4	6 38 4
17	Thurs....	5 43 5	6 15 5	17	Sat....	5 25 6	6 26 9	17	Tues....	5 22 6	6 38 6
18	Fri....	5 42 7	6 15 9	18	SUN....	5 25 3	6 27 2	18	Wed....	5 22 8	6 38 8
19	Sat....	5 41 9	6 16 3	19	Mon....	5 25 0	6 27 5	19	Thurs....	5 23 0	6 39 0
20	SUN....	5 41 1	6 16 6	20	Tues....	5 24 8	6 27 8	20	Fri....	5 23 2	6 39 2
21	Mon....	5 40 3	6 17 0	21	Wed....	5 24 6	6 28 1	21	Sat....	5 23 4	6 39 4
22	Tues....	5 39 5	6 17 3	22	Thurs....	5 24 4	6 28 4	22	SUN....	5 23 6	6 39 6
23	Wed....	5 38 8	6 17 7	23	Fri....	5 24 1	6 28 9	23	Mon....	5 23 8	6 39 8
24	Thurs....	5 38 1	6 18 1	24	Sat....	5 23 8	6 29 5	24	Tues....	5 24 0	6 40 0
25	Fri....	5 37 3	6 18 5	25	SUN....	5 23 5	6 30 0	25	Wed....	5 24 3	6 40 3
26	Sat....	5 36 6	6 18 9	26	Mon....	5 23 2	6 30 6	26	Thurs....	5 24 6	6 40 6
27	SUN....	5 35 8	6 19 3	27	Tues....	5 22 9	6 31 1	27	Fri....	5 24 8	6 40 8
28	Mon....	5 35 1	6 19 7	28	Wed....	5 22 6	6 31 7	28	Sat....	5 25 1	6 41 0
29	Tues....	5 34 3	6 20 1	29	Thurs....	5 22 2	6 32 2	29	SUN....	5 25 3	6 41 2
30	Wed....	5 33 6	6 20 5	30	Fri....	5 22 0	6 32 7	30	Mon....	5 25 6	6 41 4
				31	Sat....	5 21 9	6 33 1				

DIMENSIONS OF HALEAKALA.

Area, 19 square miles or 12,160 acres.

Circumference, 105,600 ft. or 20 miles approximate.

Extreme Length, 39,500 ft. or 7.48 miles.

Extreme Width, 12,500 ft. or 2.37 miles.

Elevation of Summit, 10,032 feet.

Elevation of principal cones in crater, 8,032 and 7,572 feet.

Elevation of cave in floor of crater, 7,324 feet.

THIRD QUARTER, 1890.

JULY.				AUGUST.				SEPTEMBER.			
D.		H. M.		D.		H. M.		D.		H. M.	
2	Full Moon....	3.51.7	A.M.	7	Last Quarter...	3.47.2	A.M.	5	Last Quarter...	4.57.9	P.M.
8	Last Quarter...	5.11.6	P.M.	15	New Moon....	5.48.1	A.M.	13	New Moon....	9.21.5	P.M.
16	New Moon....	2.18.0	P.M.	23	First Quarter...	2.48.2	A.M.	21	First Quarter...	11.33.9	A.M.
24	First Quarter...	4.12.5	P.M.	29	Full Moon....	6.03.5	P.M.	28	Full Moon....	2.28.2	A.M.
31	Full Moon....	10.53.0	A.M.								
Day of Month	Day of Week	Sun Rises...	Sun Sets....	Day of Month	Day of Week	Sun Rises...	Sun Sets....	Day of Month	Day of Week	Sun Rises...	Sun Sets....
		H. M.	H. M.			H. M.	H. M.			H. M.	H. M.
1	Tues....	5 25 9	6 41 6	1	Fri....	5 37 4	6 34 6	1	Mon....	5 47 3	6 12 3
2	Wed....	5 26 3	6 41 8	2	Sat....	5 37 7	6 34 1	2	Tues....	5 47 5	6 11 5
3	Thurs....	5 26 7	6 41 9	3	SUN....	5 38 0	6 33 6	3	Wed....	5 47 8	6 10 6
4	Fri....	5 27 1	6 41 8	4	Mon....	5 38 3	6 33 1	4	Thurs....	5 48 0	6 09 7
5	Sat....	5 27 4	6 41 7	5	Tues....	5 38 7	6 32 7	5	Fri....	5 48 3	6 08 8
6	SUN....	5 27 7	6 41 6	6	Wed....	5 39 0	6 32 2	6	Sat....	5 48 5	6 07 9
7	Mon....	5 28 0	6 41 5	7	Thurs....	5 39 3	6 31 6	7	SUN....	5 48 7	6 07 0
8	Tues....	5 28 3	6 41 4	8	Fri....	5 39 6	6 31 1	8	Mon....	5 49 0	6 06 1
9	Wed....	5 28 7	6 41 3	9	Sat....	5 39 9	6 30 5	9	Tues....	5 49 2	6 05 2
10	Thurs....	5 29 1	6 41 1	10	SUN....	5 40 2	6 29 9	10	Wed....	5 49 5	6 04 3
11	Fri....	5 29 5	6 40 9	11	Mon....	5 40 5	6 29 3	11	Thurs....	5 49 7	6 03 4
12	Sat....	5 29 9	6 40 8	12	Tues....	5 40 8	6 28 8	12	Fri....	5 50 0	6 02 5
13	SUN....	5 30 3	6 40 7	13	Wed....	5 41 1	6 27 9	13	Sat....	5 50 2	6 01 6
14	Mon....	5 30 7	6 40 5	14	Thurs....	5 41 4	6 27 0	14	SUN....	5 50 4	6 00 7
15	Tues....	5 31 1	6 40 3	15	Fri....	5 42 3	6 26 1	15	Mon....	5 50 6	5 59 8
16	Wed....	5 31 5	6 40 1	16	Sat....	5 42 8	6 25 2	16	Tues....	5 50 8	5 58 8
17	Thurs....	5 31 9	6 39 9	17	SUN....	5 43 3	6 24 3	17	Wed....	5 51 1	5 57 9
18	Fri....	5 32 3	6 39 7	18	Mon....	5 43 8	6 23 4	18	Thurs....	5 51 3	5 57 0
19	Sat....	5 32 7	6 39 4	19	Tues....	5 44 4	6 22 4	19	Fri....	5 51 5	5 56 1
20	SUN....	5 33 0	6 39 1	20	Wed....	5 44 9	6 21 4	20	Sat....	5 51 7	5 55 2
21	Mon....	5 33 3	6 38 8	21	Thurs....	5 45 3	6 20 5	21	SUN....	5 51 9	5 54 3
22	Tues....	5 33 6	6 38 6	22	Fri....	5 45 8	6 19 5	22	Mon....	5 52 1	5 53 3
23	Wed....	5 33 9	6 38 4	23	Sat....	5 46 2	6 18 5	23	Tues....	5 52 3	5 52 3
24	Thurs....	5 34 2	6 38 2	24	SUN....	5 46 7	6 17 6	24	Wed....	5 52 6	5 51 2
25	Fri....	5 34 6	6 37 8	25	Mon....	5 47 1	6 16 6	25	Thurs....	5 53 0	5 50 2
26	Sat....	5 35 0	6 37 3	26	Tues....	5 47 6	6 15 6	26	Fri....	5 53 3	5 49 1
27	SUN....	5 35 4	6 36 9	27	Wed....	5 47 5	6 15 1	27	Sat....	5 53 7	5 48 0
28	Mon....	5 35 8	6 36 4	28	Thurs....	5 47 4	6 14 6	28	SUN....	5 54 1	5 46 9
29	Tues....	5 36 2	6 36 0	29	Fri....	5 47 3	6 14 1	29	Mon....	5 54 5	5 45 9
30	Wed....	5 36 6	6 35 5	30	Sat....	5 47 2	6 13 6	30	Tues....	5 54 6	5 44 9
31	Thurs....	5 37 1	6 35 1	31	SUN....	5 47 1	6 13 1				

DIMENSIONS OF IAO VALLEY, MAUI.

Length (from Wailuku), about 5 miles.

Width, 2 miles.

Depth, near head, 4,000 feet.

Elevation of Puu Kukui, above head of Valley, 5,788 feet.

Elevation of Crater of Eke, above Waihee Valley, 4,500 feet.

FOURTH QUARTER, 1890.

OCTOBER.				NOVEMBER.				DECEMBER.			
D.		H. M.		D.		H. M.		D.		H. M.	
5	Last Quarter...	9.51.8	A.M.	4	Last Quarter...	5.41.5	A.M.	4	Last Quarter...	2.55.1	A.M.
13	New Moon.....	0.33.5	P.M.	12	New Moon.....	3.06.1	A.M.	11	New Moon.....	4.39.4	P.M.
20	First Quarter...	7.05.0	P.M.	19	First Quarter...	2.13.1	A.W.	18	First Quarter...	10.04.8	A.M.
27	Full Moon.....	1.10.4	P.M.	26	Full Moon.....	2.51.3	A.M.	25	Full Moon.....	6.25.5	P.M.
Day of Month.	Day of Week.	Sun Rises.....	Sun Sets.....	Day of Month.	Day of Week.	Sun Rises.....	Sun Sets.....	Day of Month.	Day of Week.	Sun Rises.....	Sun Sets.....
		H. M.	H. M.			H. M.	H. M.			H. M.	H. M.
1	Wed....	5 54 7	5 44 3	1	Sat....	6 07 0	5 20 6	1	Mon....	6 24 8	5 13 7
2	Thurs...	5 54 8	5 43 7	2	SUN....	6 07 2	5 20 3	2	Tues....	6 25 5	5 13 8
3	Fri....	5 54 9	5 43 2	3	Mon....	6 07 5	5 20 0	3	Wed....	6 26 2	5 13 9
4	Sat....	5 54 9	5 42 6	4	Tues...	6 07 7	5 19 7	4	Thurs...	6 26 9	5 14 0
5	SUN....	5 54 8	5 42 0	5	Wed....	6 08 3	5 19 2	5	Fri....	6 27 6	5 14 1
6	Mon....	5 54 8	5 41 4	6	Thurs...	6 09 0	5 18 7	6	Sat....	6 28 3	5 14 3
7	Tues...	5 54 8	5 40 8	7	Fri....	6 09 6	5 18 2	7	SUN....	6 28 8	5 14 7
8	Wed....	5 55 2	5 39 3	8	Sat....	6 10 3	5 17 7	8	Mon....	6 29 4	5 15 0
9	Thurs...	5 55 6	5 37 7	9	SUN....	6 10 9	5 17 2	9	Tues....	6 30 0	5 15 3
10	Fri....	5 56 1	5 36 2	10	Mon....	6 11 5	5 16 7	10	Wed....	6 30 6	5 15 6
11	Sat....	5 56 6	5 34 6	11	Tues...	6 12 2	5 16 2	11	Thurs...	6 31 2	5 15 9
12	SUN....	5 57 0	5 33 1	12	Wed....	6 12 7	5 16 0	12	Fri....	6 31 8	5 16 1
13	Mon....	5 57 5	5 31 5	13	Thurs...	6 13 1	5 15 9	13	Sat....	6 32 4	5 16 4
14	Tues...	5 58 0	5 30 0	14	Fri....	6 13 6	5 15 7	14	SUN....	6 32 9	5 16 9
15	Wed....	5 58 5	5 29 6	15	Sat....	6 14 0	5 15 6	15	Mon....	6 33 4	5 17 4
16	Thurs...	5 59 0	5 29 2	16	SUN....	6 14 4	5 15 5	16	Tues....	6 33 9	5 17 9
17	Fri....	5 59 6	5 28 9	17	Mon....	6 14 9	5 15 4	17	Wed....	6 34 4	5 18 4
18	Sat....	6 00 1	5 28 6	18	Tues...	6 15 3	5 15 3	18	Thurs...	6 34 9	5 18 9
19	SUN....	6 00 6	5 28 3	19	Wed....	6 16 0	5 15 1	19	Fri....	6 35 2	5 18 4
20	Mon....	6 01 1	5 28 0	20	Thurs...	6 16 8	5 14 9	20	Sat....	6 35 9	5 19 9
21	Tues...	6 01 7	5 27 7	21	Fri....	6 17 5	5 14 6	21	SUN....	6 36 3	5 20 3
22	Wed....	6 02 3	5 26 9	22	Sat....	6 18 3	5 14 3	22	Mon....	6 36 8	5 20 8
23	Thurs...	6 02 9	5 26 0	23	SUN....	6 19 0	5 14 1	23	Tues....	6 37 3	5 21 3
24	Fri....	6 03 5	5 25 2	24	Mon....	6 19 8	5 14 0	24	Wed....	6 37 8	5 21 8
25	Sat....	6 04 1	5 24 4	25	Tues...	6 20 5	5 13 9	25	Thurs...	6 38 3	5 22 3
26	SUN....	6 04 7	5 23 5	26	Wed....	6 21 3	5 13 8	26	Fri....	6 38 8	5 22 8
27	Mon....	6 05 3	5 22 7	27	Thurs...	6 22 0	5 13 7	27	Sat....	6 39 3	5 23 3
28	Tues...	6 05 9	5 21 9	28	Fri....	6 22 8	5 13 6	28	SUN....	6 39 8	5 23 8
29	Wed....	6 06 2	5 21 5	29	Sat....	6 23 5	5 13 5	29	Mon....	6 40 3	5 24 3
30	Thurs...	6 06 4	5 21 2	30	SUN....	6 24 1	5 13 6	30	Tues....	6 40 8	5 24 8
31	Fri....	6 06 7	5 20 9					31	Wed....	6 41 3	5 25 3

DIMENSIONS OF KILAUEA, ISLAND OF HAWAII.

(The largest active Volcano in the World.)

Area, 4.14 square miles or 2,650 acres.
 Circumference, 41,500 ft. or 7.85 miles.
 Extreme Length, 15,500 ft. or 2.93 miles.
 Extreme Width, 10,300 ft. or 1.95 miles.
 Elevation, Volcano House, 4,040 feet.

LATEST OFFICIAL CENSUS OF THE HAWAIIAN ISLANDS.

Taken December 27, 1884.

BY DISTRICTS AND ISLANDS.

HAWAII.		MOLOKAI AND LANAI.....	
Hilo.....	7,988		2,614
Puna.....	944	OAHU.	
Kau.....	3,483	Honolulu.....	20,487
Kona, North.....	1,773	Ewa and Waianae.....	2,374
Kona, South.....	1,825	Waialua.....	1,265
Kohala, North.....	4,481	Koolauloa.....	1,321
Kohala, South.....	589	Koolaupeko.....	2,621
Hamakua.....	3,908		28,068
	24,991	KAUAI.	
MAUI.		Waimea and Niihau.....	1,762
Lahaina.....	2,269	Koloa.....	1,500
Wailuku.....	5,814	Kawaihau.....	1,882
Hana.....	2,814	Hanalei.....	1,807
Makawao.....	5,073	Lihue.....	1,984
	15,970		8,935

BY NATIONALITY.

Natives.....	40,014	Britons.....	1,282
Half-castes.....	4,218	Portuguese.....	9,377
Chinese.....	17,937	Germans.....	1,600
Americans.....	2,066	French.....	192
Hawaiian-born of foreign parentage.	2,040	Other foreigners.....	416
Japanese.....	116	Polynesian.....	956
Norwegian.....	362		
		Total Population, 1884.....	80,578

THE CENSUS OF 1884 BY AGES.

ALL NATIONALITIES.		HAWAIIANS.	
Under 6 years, Males.....	5,130	Under 6 years, Males.....	2,450
“ “ Females.....	5,060	“ “ Females.....	2,488
Between 6 and 15 years, Males....	6,574	Between 6 and 15 years, Males....	3,742
“ “ Females..	5,759	“ “ “ Females..	3,490
Between 15 and 30 years, Males....	16,823	Between 15 and 30 years, Males....	5,552
“ “ Females. 9,010		“ “ “ Females..	5,123
Between 30 and 50 years, Males....	18,683	Between 30 and 50 years, Males....	6,860
“ “ Females. 6,788		“ “ “ Females. 5,387	
Over 50 years, Males.....	4,329	Over 50 years, Males.....	2,900
“ “ Females.....	2,422	“ “ Females.....	2,022
Total	80,578	Total	40,014

Denominations as shown by the Census are, Protestants, 29,685; Roman Catholics, 20,072; and Unreported, 30,821. Of this latter, 17,639 are Chinese, and 116 are Japanese.

The Leper population at the Molokai Settlement, October 29, 1889, was reported at 1,191, viz: 741 males and 450 females.

POPULATION OF THE PRINCIPAL TOWNSHIP DISTRICTS OF THE
HAWAIIAN ISLANDS.

Compiled from the latest Census, 1884.

NATIONALITIES.	HONOLULU, OAHU.	WAILUKU, MAUI.	LAHAINA, MAUI.	HILO, HAWAII.	LIHUE, KAUAI.
Natives, males.....	4,693	1,450	806	1,310	408
“ females.....	4,310	1,271	705	1,112	272
Half-castes, males.....	857	157	86	132	32
“ females.....	993	174	92	114	30
Chinese, males.....	4,712	1,908	350	1,787	346
“ females.....	513	24	4	42	1
Hawn. b. foreign par. males... .	457	47	18	134	19
“ “ females... .	399	44	9	131	24
Americans, males.....	539	133	4	105	17
“ females.....	625	44	37	38	7
British, males.....	433	65	22	44	5
“ females.....	358	7	2	5	..
Germans, males.....	257	29	..	100	260
“ females.....	176	3	56	2	206
French, males.....	80	9	12	4	..
“ females.....	46	..	..	..	..
Portuguese, males.....	309	174	..	1,545	104
“ females.....	261	98	2	1,252	85
Japanese, males.....	33	20	..	4	6
“ females.....	15	..	2	..	..
Norwegians, males.....	84	53	2	14	14
“ females.....	22	14	..	7	10
Polynesians, males.....	76	34	2	77	80
“ females.....	39	20	2	8	45
Other Foreigners, males.....	141	36	11	20	11
“ females.....	49	..	2	1	2
Totals.....	20,487	5,814	2,269	7,988	1,984

LESSONS FROM THE CENSUS OF 1884.

DECREASE OF NATIVE AND INCREASE OF FOREIGN POPULATION.

CENSUS.	Total Population.	Foreigners.	Chinese.	Increase of all Foreigners.	Half Castes.	Natives.	Decrease of Natives.
1823....	142,000	.....	.....	.....	.....	142,000	.....
1832....	130,313	.....	.....	.....	.....	130,313	11,687
1836....	108,579	.....	.....	.....	.....	108,579	27,834
1853....	73,138	2,119	.....	.....	982	71,019	37,560
1860....	69,800	2,716	.....	597	.....	66,984	4,035
1866....	62,059	2,968	1,206	1,458	1,640	57,125	9,859
1872....	56,897	4,247	1,938	2,011	2,487	49,044	8,081
1878....	57,985	5,561	5,916	5,292	3,420	44,088	4,956
1884....	80,578	18,407	17,939	24,869	4,218	40,014	4,974

COMPARATIVE TABLE OF POPULATION OF THE HAWAIIAN ISLANDS.

ISLANDS.	Est. 1823.	Census 1832.	Census 1836.	Census 1853.	Census 1860.	Census 1866.	Census 1872.	Census 1878.	Census 1884.
Hawaii.....	85,000	45,792	39,364	24,450	21,481	19,808	16,001	17,034	24,991
Maui.....	20,000	35,062	24,199	17,574	16,400	14,035	12,334	12,109	15,973
Oahu.....	20,000	29,755	27,809	19,126	21,275	19,799	20,671	20,236	28,061
Kauai.....	10,000	10,977	8,934	6,991	6,187	6,299	4,961	5,634	* 8,958
Molokai.....	3,500	6,000	6,000	3,607	2,864	2,299	2,349	2,581	} 2,726
Lanai.....	2,500	1,600	1,200	600	646	394	348	214	
Niihau.....	1,000	1,047	993	790	647	325	233	117	.....
Kahoolawe.....	50	80	80	.....	.....	.....	.....	.....	.....
Totals.....	142,050	130,313	108,579	73,138	69,800	62,959	56,987	57,985	80,408

COMPARATIVE TABLE OF NATIONALITY OF POPULATION OF HAWAIIAN ISLANDS AT VARIOUS CENSUS PERIODS SINCE 1886.

NATIONALITY.	1866.	1872.*	1878.	1884.	1889, Oct. 1, Estimated.
Natives.....	57,125	49,044	44,088	40,014	37,500
Half-castes.....	1,640	2,487	3,420	4,218	5,000
Chinese.....	1,206	1,938	5,916	17,937	19,000
Americans.....	2,988	889	1,276	2,066	3,000
Hawaiian born of foreign parents.....		849	947	2,040	3,000
Britons.....		619	883	1,282	1,250
Portuguese.....		395	436	9,377	12,000
Germans.....		224	272	1,060	1,500
French.....		88	81	192	150
Japanese.....		.....	.....	116	8,400
Norwegian.....		.....	.....	362	250
Other foreigners.....		364	666	416	500
Polynesian.....		.....	.....	956	500
	62,959	56,897	57,985	80,578	92,050

* This was the first Census where the complete division of Nationalities was noted.

SUMMARY OF EMPLOYEES OF THE HAWAIIAN GOVERNMENT, AS OF AUGUST 31, 1889.

DEPARTMENT OR BUREAU.	HAWAIIAN.	FOREIGN.	TOTAL.
Foreign Office and including Military.....	69	10	79
Finance Department.....	21	15	36
Attorney General's Department.....	191	47	238
Interior Department.....	684	384	1068
Board of Education.....	135	114	249
Customs Bureau.....	14	22	36
Judiciary.....	34	15	49
Civil List.....	36	5	41
Grand Total.....	1184	612	1796

SCHOOL STATISTICS, HAWAIIAN ISLANDS.

From Reports of the Board of Education

COMPARATIVE TABLE OF SCHOOL POPULATION, 1888-86.

	SCHOOLS 1888.	IN SCHOOL, JAN. 1888.			IN SCHOOL, JAN. 1886.		
		Boys.	Girls.	Total.	Boys.	Girls.	Total.
Hawaii	69	1,623	1,150	2,773	1,636	1,338	2,974
Maui and Lanai	33	1,020	818	1,818	1,069	725	1,794
Molokai	8	155	99	254	149	102	251
Oahu	62	1,629	1,354	2,903	1,613	1,359	2,972
Kauai and Niihau	17	559	443	869	593	432	1,025
Totals	189	4,976	3,864	8,770	5,060	3,956	9,016

NUMBER OF SCHOOLS, CLASS, ETC., 1888.

	GOVERNMENT NATIVE SCHOOLS.			GOVERNMENT ENGLISH SCHOOLS.			INDEPENDENT SCHOOLS.		
	No. of Schools...	No. of Teachers..	No. of Pupils....	No. of Schools...	No. of Teachers..	No. of Pupils....	No. of Schools...	No. of Teachers..	No. of Pupils....
Hawaii	29	30	554	26	43	1,638	14	30	581
Oahu	15	15	359	14	41	1,068	23	.....	1,476
Maui and Lanai	8	8	177	17	37	1,200	8	16	461
Kauai	6	6	183	9	20	709	2	4	110
Molokai	5	5	97	3	5	157	.....	.....	.....
Totals	63	64	1,370	69	146	4,772	47	.....	2,628

NATIONALITY OF PUPILS.

Hawaiians	5,320	Norwegians	40
Half-caste Hawaiians	1,247	Chinese	147
Americans	253	South Sea Islanders	16
English	163	Japanese	54
Germans	176	Other Foreigners	19
Portuguese	1,335		
Total			8,770

NATIONALITY OF TEACHERS IN GOVERNMENT SCHOOLS, 1888.

	HAWAIIANS.	HALF-CASTE	AMERICAN	BRITISH	GERMAN	TOTAL
Male.	62	19	24	15	2	122
Female.	17	23	30	17	1	88
Totals	79	42	54	32	3	210

POSTAL TABLE OF RATES CHARGED TO COUNTRIES IN THE UNIVERSAL POSTAL UNION.

DESTINATION.	Letters ½ oz.	Postals each.	Regis. Fee.	Papers ea. 2 oz.	Books & Postal Matter. ea. rate of 2 oz.	Samples* ea. rate of 2 oz.
United States, Canada and Mexico...	5 cts.	2 cts	15 cts.	2 cents	2 cents	2 cents
Great Britain, France, Germany, Japan, ports in China having U. P. U. offices, Manila and Straits Settlement and all other U. P. U. countries and Colonies.....	10 cts.	2 cts.	15 cts.	2 cents	2 cents	2 cents

*Merchandise samples not to exceed 250 grams, or 8¾ ounces.

†The Parcel Post Convention between the Hawaiian Islands and the United States, permits packages not exceeding 11 lbs. in weight being forwarded by mail at the rate of 12 cents per lb. or fraction thereof.

‡Mail matter to Asiatic Postal Union Countries sent via Australian mails at Union rates.

INTER-ISLAND AND COLONIAL POSTAL TABLE.

DESTINATION.	Letters ½ oz.	Postals	Regis. Fee.	Newspapers.		Other Printed Matter
				Limit of each rate.	Postage each rate.	
Inter-Island.....	\$ 2 cts.	10	10 cts.	4 oz.	1 ct. †	1 c. pr oz.*
Australia, New Zealand, Fiji, Samoa via N. Z.—	12 cts.	30	15 cts.	ea. pa.	2 cts.	4 c. pr 4 oz.
Direct mail.....						

§ Drop or city letters or printed circulars 1 cent.

* Books, Samples and Merchandise, 1 cent per ounce; Packages not to exceed 4 lbs.

† Pamphlets, Almanacs, Calendars, Magazines and unbound publications, at newspaper rates.

POSTAL MONEY ORDER RATES.

INTER-ISLAND DENOMINATIONS.	Inter-Island or Domestic.	FOREIGN DENOMINATIONS.	Orders on U. S.	Orders on Eng., Ger. & Port.	Orders on Hongkong.
Orders not exceeding \$ 5	5 cents	Not exceeding \$5	25 cents	25 cents	
Over \$5, and not exceeding.....	10	\$5 to \$10.....	40 "	40 "	
Over \$10, and not exceeding	15	\$10 to \$20.....	60 "	70 "	
Over \$15, and not exceeding	20	\$20 to \$30.....	80 "	1 00	
Over \$20, and not exceeding.....	25	\$30 to \$40.....	1 00	1 30	
Over \$25, and not exceeding.....	30	\$40 to \$50.....	1 25	1 60	
Over \$50, and not exceeding.....	500 25c for ea. \$50.				At ruling Bank rates.

MONEY ORDERS.—Domestic postal money orders are furnished on application at any of the following money order offices, payable at any other money order office named below:

ON HAWAII.—Hilo, Kohala, Honokaa, Waimea, Kealahou, Waiohinu, Pahala, Paauilo, Kulihaele, Hookena, Kailua.

ON MAUI.—Lahaina, Wailuku, Kahului, Hamakuapoko, Hana, Makawao and Paia.

ON KAUAI.—Lihue, Koloa, Waimea, Kapaa, Hanalei, Kilauea.

ON OAHU.—Honolulu, Waianae, Waialua. On Molokai—Kaunakakai.

Foreign Money Orders are issued, on written application, at the General Post Office in Honolulu, on the United States, England, Scotland, Ireland, Portugal including Madeira and Azores Islands, Germany, Norway, Netherlands and Denmark, China and Hongkong.

Postal Orders on Hawaii can also be drawn in any of the above foreign countries.

INTER-ISLAND DISTANCES BY SEA IN SEA MILES.

AROUND OAHU.

FROM HONOLULU, ESPLANADE WHARF, TO :

	<i>Miles.</i>		<i>Miles.</i>
Bell Buoy	1¼	Pearl River Bar	6
Diamond Head	5	Barber's Point	16½
Koko Head	12	Waianae Anchorage	28½
Makapuu Point	17	Kaena Point, N.W. of Oahu	39
Mokapu	29	Waialua Anchorage	50
Kahuku	51	Kahuku, N. pt. of Oahu, via Kaena 54	

HONOLULU TO :

	<i>Miles.</i>		<i>Miles.</i>
Lae o ka Laau, S.W. pt. of Molokai 35		Kawaihae	144
West point of Lanai	50	Kealakekua direct	157
Kalaupapa Leper Settlement	50	Kealakekua via Kawaihae	186
Lahaina	72	S.W. pt. of Hawaii via Kawaihae	233
Kahului	90	Punaluu	250
Hana	125	Hilo direct	192
Maalaea	85	Hilo windward	207
Makena	90	Hilo via Kawaihae	230
Mahukona	134		

HONOLULU TO :

	<i>Miles.</i>		<i>Miles.</i>
Koloa, Kauai	102	Waimea	120
Nawiliwili	98	Hanalei	125
Niihau	144		

LAHAINA TO :

	<i>Miles.</i>		<i>Miles.</i>
Kaluaaha	17	Maalaea	12
Lanai	9	Makena	18

KAWAIIHAE TO :

	<i>Miles.</i>		<i>Miles.</i>
Mahukona	10	Hilo	85
Waipio	40	Lae o ka Mano	20
Honokaa	50	Kailua	34
Laupahoehoe	65	Kealakekua	44

HILO TO :

	<i>Miles.</i>		<i>Miles.</i>
East point of Hawaii	20	Punaluu	70
Keauhou, Kau	50	Kaalualu	80
North point of Hawaii	70	South point of Hawaii	85

WIDTH OF CHANNELS—EXTREME POINT TO POINT :

	<i>Miles.</i>		<i>Miles.</i>
Oahu and Molokai	23	Maui and Lanai	8
Diamond Head to S.W. point Mo-		Maui and Kahoolawe	6
lokai	30	Hawaii and Maui	26
Molokai and Lanai	8	Kauai and Oahu	61
Molokai and Maui	8	Niihau and Kauai	15

OCEAN DISTANCES—HONOLULU TO:

	<i>Miles.</i>		<i>Miles.</i>
San Francisco	2,100	Auckland	3,810
Portland	2,460	Sydney	4,484
Panama	4,620	Hongkong	4,803
Tahiti	2,380	Yokohama	3,440

OVERLAND DISTANCES.

Prepared by J. M. LYDGATE.

ISLAND OF HAWAII.

THROUGH PUNA, FROM THE HILO COURT HOUSE TO:

	<i>Miles.</i>		<i>Miles.</i>
Keaau	9¼	Opihikao	29¾
Makuu	15	Kaimu	37
Sand Hills Nanawale	18½	Kalapana	38
Puula	21½	Panau	45
Kapoho	23	Volcano House	61
Pohoiki—Rycroft's	20½		

TO VOLCANO—HILO TO

	<i>Miles.</i>		<i>Miles.</i>
Edge of Woods	4½	Kanekoa upper Half-way House	16
Cocoanut Grove	7¼	Upper Woods	24
Through Ki Swamp	9¼	Volcano House	30¼
Hawelu's Half-way House	14		

THROUGH HILO DISTRICT TO:

	<i>Miles.</i>		<i>Miles.</i>
Honolii Bridge	2.5	Honohina Church	17.8
Paukaa Mill	2.9	Waikaumalo Bridge	18.8
Papaikou—Office	4.7	Pohakupuka Bridge	21.0
Onomea Church	6.9	Maulua Gulch	22.0
Kaupakuea Cross Road	10.7	Kaiwilahilahi Bridge	24.6
Kolekole Bridge	14.3	Lydgate's house	26.1
Hakalau, east edge gulch	15.0	Laupahoehoe Church	26.7
Umauma Bridge	16.0		

THROUGH HAMAKUA—LAUPAHOEHOE CHURCH TO:

	<i>Miles.</i>		<i>Miles.</i>
Hind's .....	.7	Honokaia Church	20.5
Bottom Kawaiii Gulch	2.0	Kuaikalua Gulch	22.0
Ookala, Manager's house	4.0	Kapulena Church	23.0
Soper's	4.9	Waipanihua	24.3
Kealakaha Gulch	6.0	Bicknell's	25.8
Kaala Church	6.8	Stream at Kukuihaele	26.0
Kukaiau Gulch	8.0	Edge Waipio	26.5
Horner's	8.5	Bottom Waipio	27.0
Catholic Church, Kainehe	9.0	Waimanu (approximate)	32.5
Notley's, Paauilo	10.5	Kukuihaele to Waimea (approximate)	10.5
Kaumoali Bridge	12.5	Gov't Road to Hamakua Mill	1.0
Bottom Kalopa Gulch	14.0	“ “ Paauhau Mill	1.0
R. A. Lyman's, Paauhau	15.2	“ “ Pacific Sugar Mill,	
Paauhau Church	16.3	Kukuihaele .....	.7
Mills' Store, Honokaa	18.0		

OVERLAND DISTANCES—*Continued.*

THROUGH KOHALA.

	<i>Miles.</i>		<i>Miles.</i>
Kawaihae to Waimea	11.0	Dramatic Hall, Kaiopihī.....	.40
“ Puako	5.0	Kohala Mill.....	.50
“ Hind’s, Kohala, (ap- proximate)	14.0	Kohala Mill Landing.....	1.50
Waimea to Kohala Plantation, (ap- proximate)	25.0	Native Church	1.00
FOREIGN CHURCH, KOHALA, TO:		Star Mill, R. R. Station	2.50
Edge of Pololu Guleh.....	4.00	Union Mill	2.25
Niulii Mill.....	2.80	Union Mill R. R. Station.....	3.25
Dr. Wight’s Store, Halawa	1.15	Honomakau.....	2.55
Halawa Mill	1.65	Hind’s, Hawi	3.25
Hapuu Landing	2.15	Hawī R. R. Station.....	4.25
		Honoipu.....	7.25
		Mahukona	10.50
		Puuhue Ranch	7.25

ISLAND OF OAHU.

HONOLULU POST-OFFICE, TO:

	<i>Miles.</i>		<i>Miles.</i>
Waikiki Grove	3	Waimanalo	12
Diamond Head	4¼	Kaneohe Plantation.....	9½
Koko Head	11	Kaalahea Rice Mill	15
Ewa Church	11	Kualoa Ranch	19½
Waialua Church.....	28½	Punaluu Rice Plantation.....	26
Waianae Church, Pokai	30	Laie Settlement	32
Nuuanu Pali.....	6	Kahuku	38

ISLAND OF KAUAI.

LIHUE TO:

	<i>Miles.</i>
Wailua Falls.....	5
Koloa.....	10
Kealia.....	14
Kilauea.....	22
Hanalei.....	30

KOLOA TO:

	<i>Miles.</i>
Hanapepe	7
Waimea.....	15
Waimea to Mana Point.....	10
Nawiliwili to Mana Point.....	35

ISLAND OF MAUI.

LAHAINA TO:

	<i>Miles.</i>
Kaanapali	4
Wailuku.....	20
KAHULUI TO	
Wailuku P. O.....	3
Makawao.....	11
Hana, through Hamakua.....	45
WAILUKU TO	
Kalepolepo	10
Makee’s Plantation.....	20
Makawao, Anderson’s.....	14

KALEPOLEPO TO:

	<i>Miles.</i>
Makee’s	10
Makawao, Anderson’s.....	13½
HAIKU LANDING TO	
Makawao.....	7
MAKAWAO, ANDERSON’S STORE, TO	
Summit of Haleakala.....	13
MAKENA TO:	
Ulupalakua.....	3
ULUPALAKUA TO:	
Hana, via Kaupo.....	45

TABLE OF ELEVATIONS OF PRINCIPAL LOCALITIES THROUGHOUT THE ISLANDS.

From the Records of the Government Survey. Measurements are from mean Sea Level.

OAHU PEAKS.

	<i>feet.</i>		<i>feet.</i>
Kaala	4030	Telegraph Hill or Kaimuki.....	292
Palikea, Waianae M'nts.....	3111	Koko Head, higher crater.....	1206
Konahuanui Peak, S. of Pali....	3106	Koko Head, lower crater.....	644
Lanihuli Peak, N. of Pali.....	2780	Makapuu, east point of island....	665
Tantalus or Puu Ohia.....	2013	Mokapu, crater off Kaneohe	696
Olympus, above Manoa.....	2447	Olamana, sharp peak in Kailua....	1643
Round Top or Ualakaa.....	1049	Maeliuli, sharp peak in Heeia.....	713
Punchbowl Hill or Puowaina....	498.5	Ohuēhule, sharp peak in Hakipuu..	2263
Diamond Head or Leahi.....	762		

LOCALITIES NEAR HONOLULU.

Nuuanu Road, corner School Street.....	40
Nuuanu Road, second bridge.....	77
Nuuanu Road, corner Judd Street	137
Nuuanu Road, Cemetery gate.....	162
Nuuanu Road, Mausoleum gate.....	206
Nuuanu Road, Schaefer's gate.....	238
Nuuanu Road, Queen Emma's.....	358
Nuuanu Road, corner above Electric Light Works.....	429
Nuuanu Road, large bridge	735
Nuuanu Road, Luakaha gate.....	848
Nuuanu Road, Pali	1207

MAUI.

	<i>feet.</i>		<i>feet.</i>
Haleakala.....	10032	Mrs. C. H. Alexander's.....	2150
West Maui, about.....	5820	Puu Nianiau, Makawao.....	6850
Piiholo, Makawao.....	2256	Puu Kapuai, Hamakua.....	1150
Puu Io, near Ulupalakua.....	2841	Puu o Umi, Haiku.....	629
Ulupalakua, about.....	1800	Puu Pane, Kula.....	2568
Puu Olai, (Miller's Hill).....	355	Lahainaluna Seminary.....	600
Makawao Female Seminary.....	1900	Kauiki, Hana.....	392
Grove Ranch, Makawao.....	981	Paia, Makawao.....	930

HAWAII.

	<i>feet.</i>		<i>feet.</i>
Mauna Kea.....	13805	Waimanu in mountain.....	4000
Mauna Loa.....	13675	Hiilawe Falls.....	1700
Hualalai.....	8275	Parker's, Mana.....	3505
Kohala Mountain.....	5505	Honokaa Store.....	1100
Kilauea Volcano House.....	4040	Lower edge forest, Hamakua.....	1700
Kalani, near Kilauea.....	5576	Lower edge forest, Hilo.....	1200
Kalaieha.....	6450	Laupahoehoe Pali.....	385
Aahuwela, near Laumaia.....	7750	Maulua Pali.....	406
Hitchcock's Puakala.....	6325	Kauku Hill.....	1964
Ahumo'a.....	7035	Puu Alala.....	762
Waimea Court House.....	2669.6	Halai Hill.....	345
Waipio Pali, on N. side.....	1200	Puu o Nale, Kohala.....	1797
Waipio Pali, on S. (Road).....	900	E. Bond's, Kohala.....	585
Waipio Pali, in mountain.....	3000	Anglican Church, Kainaliu.....	1578
Waimanu, at sea.....	1600		

SELECTIONS FROM CUSTOM HOUSE TABLES, 1888.

IMPORTS.—HONOLULU.

	VALUE GOODS PAYING DUTY.	VALUE GOODS FREE BY TREATY.	VALUE GOODS IN BOND.	TOTAL.
Ale, Porter, Beer, Cider	\$ 59,355 97		\$ 15,274 40	\$ 74,630 37
Animals and Birds.....	470 54	\$ 57,056 34		57,526 88
Building Materials.....	47,364 21	41,178 99		88,543 20
Clothing, Hats, Boots	189,576 14	128,943 36	634 73	319,154 23
Crockery, Glassware, Lamps and Lamp Fixtures.....	30,721 76		1,567 05	32,288 81
Drugs, Surgical Instruments and Dental Materials.....	42,438 15		442 73	42,880 88
Cottons	51,206 72	191,642 32	1,277 56	244,126 60
Linsens	21,115 14			21,115 14
Silks	22,320 80			22,320 80
Woolens	66,552 66	8,849 45	1,616 13	77,018 24
Mixtures	29,182 87	1,480 59	261 65	30,925 11
Fancy Goods, Millinery, etc	97,359 92	6,484 41	1,466 74	105,311 07
Fish (dried and salt).....	11,570 67	77,102 50		88,673 17
Flour.....	1,524 50	166,009 08		167,533 58
Fruits (fresh).....	128 63	11,756 15		11,884 78
Furniture.....	43,930 25	24,073 25	4,144 86	72,148 36
Grain and Feed.....	4,994 06	259,478 13		264,472 19
Groceries and Provisions.....	106,526 29	321,973 58	576 22	429,076 09
Guns and Gun Materials.....	7,945 72	3,115 97	81 81	11,143 50
Gun Powder.....	4,447 84			4,447 84
Hardware, Agricultural Implements and Tools.....	62,782 06	141,611 06	1,724 04	206,117 16
Iron, Steel, etc.....	15,926 71	14,222 64		30,149 35
Jewelry, Plate, Clocks.....	35,177 66		620 22	35,797 88
Leather.....	1,056 27	42,540 39		43,596 66
Lumber.....	401 54	196,873 89		197,275 43
Machinery.....	92,261 70	116,213 03	1,332 26	209,806 99
Matches.....	210 01	3,406 21		3,616 12
Musical Instruments.....	12,417 25	1,754 00	32 87	14,204 12
Naval Stores.....	12,029 33	30,036 29		42,065 62
Oils (cocoanut, kerosene, whale, etc.) ..	21,752 28	73,907 85	750 00	96,410 13
Paints, Paint Oil and Turpentine.....	36,615 11	1,665 66	143 82	38,424 59
Perfumery and Toilet Articles.....	11,204 02	4,305 54	647 24	16,156 80
Railroad Materials, Rails, Cars, etc.....	56,635 38	4,420 22	1,251 59	62,307 19
Saddlery, Carriages and Materials.....	26,361 08	38,835 71	2,977 19	68,173 98
Shooks, Bags and Containers.....	92,661 01	6,956 07	7,663 26	107,280 34
Spirits.....	4,055 05		67,686 78	71,741 83
Stationery and Books.....	13,639 02	52,029 34	245 55	65,913 91
Tea.....	20,557 06		63 00	20,620 06
Tin, Tinware and Materials.....	7,440 77			7,440 77
Tobacco, Cigars, etc.....	16,826 80	97,007 22	20,626 32	134,460 34
Wines (light).....	51,552 11		14,483 28	66,035 39
Sundry Merchandise not included in the above.....	72,435 89	40,749 97	6,025 96	119,211 82
Charges on Invoices.....	43,499 46	27,070 94	3,033 78	73,604 18
25 % added on Uncertified Invoices.....	3,106 60			3,106 60
	\$1,549,337 01	\$2,192,750 05	\$ 156,651 04	\$3,898,738 10
Discounts, Damaged and Short				29,809 36
				\$3,868,928 74

IMPORTS.—OTHER PORTS.

	VALUE PAYING DUTY.	VALUE FREE BY TREATY.	GOODS IN BOND	
Total at Kahului.....	\$ 43,891 69	\$165,223 17	180 00	\$ 209,294 86
Total at Hilo.....	10,287 43	104,940 91		115,228 34
Total at Mahukona.....	99 84	11,955 70		12,055 54
Value of goods free by Civil Code, at all ports.....				335,380 00
Total Hawaiian Islands.....				\$ 4,540,887 46
(Specie.....	\$1,209,077 25)			

SELECTIONS FROM CUSTOM HOUSE TABLES, 1888.

IMPORTS.—COUNTRY FROM WHICH IMPORTED.

VALUE OF GOODS PAYING DUTY
FROM

United States, Pacific Ports.....	\$583,204	52
United States, Atlantic Ports.....	10,781	89
Great Britain.....	576,887	19
Germany.....	170,249	10
Australia and New Zealand.....	60,278	05
China and Japan.....	173,762	58
France.....	5,892	38
Other countries.....	146	50

Total at all ports.....\$1,581,202 21

VALUE OF GOODS FREE BY CIVIL
CODE FROM

United States.....	\$212,955	35
Great Britain.....	32,487	73
Germany.....	10,535	57
Australia and New Zealand.....	48,889	01
China and Japan.....	1,690	00
British Columbia.....	20,882	10
Other Countries.....	7,940	24

Total at all ports.....\$335,380 00

VALUE OF GOODS AND SPIRITS
BONDED FROM

United States, Pacific Ports.....	\$ 67,528	36
United States, Atlantic Ports.....	12,503	26
Great Britain.....	42,796	79
Germany.....	2,340	18
Australia and New Zealand.....	1,765	84
China and Japan.....	24,253	76
France.....	3,107	90
Islands in Pacific.....	2,321	60

Total at all ports.....\$156,617 69

VALUE OF GOODS FREE BY TREATY
FROM THE UNITED STATES.

At Honolulu.....	\$2,185,567	78
At Kahului.....	165,223	17
At Hilo.....	104,940	91
At Mahukona.....	11,955	70

Total at all ports.....\$2,467,687 56

VALUE OF GOODS IMPORTED FREE.

Animals and Birds.....	\$ 3,032	68
Coal and Coke.....	75,797	89
Diplomatic Representatives (Sunds.).....	2,704	54
Fertilizer and Bone Meal.....	64,406	67
Foreign Navies.....	43,754	77
His Majesty (Sundries).....	15,118	28
Hawaiian Government.....	30,163	55
Iron, Steel, &c.....	4,595	04
Returned Cargoes.....	2,778	00
Sundries, by Permission and Stat.....	12,119	33

Sheathing Metal.....	\$ 4,894	28
Shooks, Pags and Containers.....	293	00
Stationery and Books.....	281	25
Sundry Personal and Household Effects.....	16,373	01

Total at Honolulu.....\$ 276,392 29

Kahului.....33,551 35
Hilo.....25,436 32

Total.....\$ 335,380 00

CUSTOMS RECEIPTS.

Import Duties Spirits.....	\$242,416	45
Import Duties Goods.....	167,248	44
Import Duties Bonded Goods.....	24,169	90
Blanks.....	13,427	50
Fees.....	4,229	02
Wharfage.....	27,591	30
Registry.....	815	34
Kerosene Storage.....	2,643	38
Coasting License.....	2,869	23
M. H. Fund.....	2,356	02
Storage.....	11,307	77
Lights.....	1,003	57
Interest.....	4,564	29
Hospital Fund.....	6,546	00
Buoys.....	356	00
Passports.....	2,967	00

Fines and Forfeitures.....	\$ 1,339	94
Esplanade Storage.....	3,089	96
Towage.....	9,669	01
Opium Stamps.....	10,193	00
Taxes.....	602	00

Honolulu.....\$539,405 12

Kahului.....5,497 73

Hilo.....1,220 80

Mahukona.....18 98

Total 1888.....\$546,142 63

Total 1887.....595,002 64

Decrease 1888.....\$ 48,860 01

RESUME OF IMPORTS.

United States.....	\$3,454,660	94
Great Britain.....	652,171	71
Germany.....	183,124	85
Australia and New Zealand.....	110,932	90
China and Japan.....	199,706	34
France.....	9,281	53
British Columbia.....	20,882	10
Islands in the Pacific.....	10,127	09
Total.....	\$4,540,887	46

SELECTIONS FROM CUSTOM HOUSE TABLES, 1888.

PRINCIPAL DOMESTIC EXPORTS.—COUNTRY TO WHICH EXPORTED.

	PACIFIC PORTS, UNITED STATES.	GERMANY.	ISLANDS IN PACIF'C.	CHINA AND JAPAN.	AUSTR'LIA AND N. ZEAL.	TOTAL.
Sugar, lbs.....	235,869,916	.....	8,430	.....	.....	235,888,346
Molasses, gals.....	47,965	.....	.....	.....	24,494	47,965
Rice, lbs.....	12,865,100	.....	13,500	.....	.....	12,878,600
Coffee, lbs.....	5,980	700	450	.....	.....	7,130
Bananas, bnchs.....	71,335	.....	.....	.....	.....	71,335
Taro Flour, lbs.....	178	100	.....	40	1,000	1,318
Goatskins, pcs.....	17,589	.....	.....	.....	.....	17,589
Hides, pcs.....	24,494	.....	.....	.....	.....	24,494
Calfskins, pcs.....	52	.....	.....	.....	.....	52
Tallow, lbs.....	186,643	.....	.....	18,100	.....	204,743
Wool, lbs.....	562,289	.....	.....	.....	.....	562,289
Betel Leaves, bxs...	356	.....	.....	.....	.....	356
Sheepskins, pcs.....	5,629	.....	.....	.....	.....	5,629
Awa, lbs.....	9,209	.....	.....	.....	.....	9,209
Cattle, heads.....	.....	.....	174	.....	.....	174

DOMESTIC EXPORTS, 1888.

ARTICLES.	QUANTITY.	VALUE.
Sugar..... pounds	235,888,346	\$ 10,818,883 09
Rice..... pounds	12,878,600	577,583 24
Hides..... pieces	24,494	85,853 69
Bananas..... bunches	71,335	69,208 75
Wool..... pounds	562,289	41,084 30
Goat Skins..... pieces	17,589	8,876 75
Tallow..... pounds	204,743	7,506 60
Molasses..... gallons	47,965	5,900 40
Cattle..... heads	174	2,610 00
Betel Leaves..... boxes	356	1,791 00
Coffee..... pounds	7,130	1,697 77
Sheep Skins..... pieces	5,629	1,005 70
Awa..... pounds	9,209	971 38
Taro Flour..... pounds	1,318	118 20
Calf Skins..... pieces	52	34 65
Sundries.....	.....	8,309 36
Total Value.....	.....	\$ 11,631,434 88

TOTAL VALUE OF ALL EXPORTS.

Total Value Domestic Produce Exported, Honolulu.....	\$9,581,025 03
Total Value Domestic Produce Exported, Kahuhui.....	1,522,933 06
Total Value Domestic Produce Exported, Hilo.....	482,353 77
Total Value Domestic Produce Exported, Mahukona.....	42,513 02
Total Value Domestic Produce Exported, Kawaihae.....	2,610 00
Furnished as Supplies to Merchantmen (as per estimate).....	74,100 00
Furnished as Supplies to National Vessels (as per estimate).....	121,700 00
Total Value Foreign Goods Exported.....	76,163 88
Specie.....	\$28,520 00

Total Value.....\$ 11,903,398 76

CUSTOM HOUSE EXHIBIT OF EXPORT TRADE.

QUANTITY AND VALUE OF DOMESTIC EXPORTS, 1888 AND 1887.

ARTICLES.	1888.		1887.	
	QUANTITY.	VALUE.	QUANTITY.	VALUE.
Sugar, lbs.	235,888,346	\$ 10,818,883 09	212,763,647	\$ 8,694,964 07
Rice, lbs.	12,878,600	577,583 24	13,684,200	554,294 55
Hides, pcs.	24,494	85,853 69	28,639	96,850 61
Bananas, bnchs.	71,335	69,208 75	58,938	54,708 25
Wool, lbs.	562,289	41,084 30	75,911	7,010 00
Molasses, galls.	47,965	5,900 40	71,222	10,522 76
Goat Skins, pcs.	17,589	8,876 75	16,233	7,357 72
Awa, lbs.	9,209	971 38	9,636	1,031 82
Betel Leaves, bxs.	356	1,791 00	741	1,469 00
Coffee, lbs.	7,130	1,697 77	5,300	972 00
Tallow, lbs.	204,743	7,506 60	56,713	1,121 20
Sheep Skins, pcs.	5,629	1,005 70	6,871	849 63
Calf Skins, pcs.	52	34 65	82	55 09
Taro Flour, lbs.	1,318	118 20	1,840	133 60
Paddy, lbs.			400	10 00
Sundries.		8,399 36		3,858 82
Total Value		\$ 11,631,434 88		\$ 9,435,204 12

DOMESTIC EXPORTS HAWAIIAN ISLANDS FOR NINE MONTHS OF 1889,
COMPARED WITH CORRESPONDING PERIOD OF 1888.

ARTICLES.	1889.	1888.	INCREASE.	DECREASE.
Sugar, pounds	227,400,791	206,374,917	21,025,874	
Rice, pounds	7,393,576	9,698,900		2,305,304
Hides, pieces	20,166	17,387	2,782	
Bananas, bunches	76,129	54,192	21,937	
Wool, pounds	33,827	320,396		286,569
Goat Skins, pieces	9,914	13,636		3,722
Sheep Skins, pieces	4,847	4,404	443	
Tallow, pounds	76,698	123,954		47,256
Molasses, gallons	29,221	24,868	4,353	
Betel Leaves, boxes	332	262	70	
Coffee, pounds	28,033	3,950	24,083	
Cattle, head	57	174		117
Taro Flour	5,100	178	5,022	
Awa, pounds		6,358		6,358
Calf Skins, pieces		52		52

QUANTITIES AND VALUES OF PRINCIPAL DOMESTIC EXPORTS FOR
THREE MONTHS ENDING SEPTEMBER 30, 1889.

ARTICLES.	HONOLULU.		HILO & KAHULUL.		TOTAL AT ALL PORTS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar, lbs.	27,833,191	\$1,874,029 95	3,915,765	\$264,180 84	31,748,956	\$2,138,210 79
Rice, lbs.	3,064,796	144,826 22			3,064,796	144,820 22
Hides, pcs.	7,319	17,428 83	50	354 50	7,369	17,783 33
Bananas, bnchs.	27,719	33,571 50			27,719	33,571 50
Goat Skins, pcs.	4,231	1,892 10			4,231	1,892 10
Sheep Skins, pcs.	1,700	217 00			1,700	217 00
Molasses, gals.	14,615	1,606 00			14,615	1,606 00
Betel Leaves, bxs.	76	385 00			76	385 00
Coffee, lbs.	850	169 15			850	169 15
Taro Flour, lbs.	1,400	39 00			1,400	39 00
Sundries		2,578 00		108 00		2,686 00
Total Value		\$2,076,736 75		\$264,643 34		\$2,341,380 09

PASSENGER STATISTICS.

ARRIVALS AND DEPARTURES, PORT OF HONOLULU.

FROM AND TO	FROM		TO.	
	Adults.	Children	Adults.	Children
San Francisco.....	1261	134	1441	398
Australia and New Zealand.....	84	14	111	4
Oregon and Washington Territory...	3	...	9	6
China and Japan.....	16	2	25	3
Islands and Ports in the Pacific.....	15	3	24	7
Other Ports.....	1	...	4	...
Total.....	1380	153	1614	418
Total departures for the year.....			2,032	
Total arrivals for the year.....			1,533	
Excess of Departures			499	

PASSENGERS IN TRANSIT.

From San Francisco to Australia and New Zealand.....	836
From Australia and New Zealand to San Francisco.....	991
From San Francisco to China and Japan.....	801
From China and Japan to San Francisco.....	627
From Oregon and Washington Territory to China.....	207
From San Francisco to Ports in South Pacific.....	3
From Ports in South Pacific to San Francisco.....	1
Total in Transit.....	3,466

ARRIVALS AND DEPARTURES OF IMMIGRANTS, 1888.

ARRIVALS.	FOREIGNERS.			CHINESE.			JAPANESE.			PORTUGUESE.			TOTAL.
	Males....	Females..	Children..	Males....	Females..	Children..	Males....	Females..	Children..	Males....	Females..	Children..	
San Francisco .....	...	...	...	356	11	5	10	4	...	30	8	15	439
China and Japan.....	...	...	...	1108	26	20	2787	609	3	133	123	124	4553
Madeira.....	...	...	...	...	...	...	...	...	...	...	...	...	380
Islands in N. and S. Pacific....	37	27	19	...	...	...	...	...	...	...	...	...	83
European Ports.....	31	12	34	...	...	...	...	...	...	...	...	...	77
Total	68	39	53	1464	37	25	2797	613	3	163	131	139	5532
DEPARTURES.													
San Francisco .....	...	...	...	102	1	...	16	4	...	245	176	377	921
China and Japan.....	...	...	...	1296	40	81	408	81	49	...	...	...	1955
Australia and New Zealand....	...	...	...	9	...	...	...	...	...	...	...	...	9
Oregon and Washington Ter....	...	...	...	...	...	...	4	1	...	...	...	...	5
Total.....	...	...	...	1407	41	81	428	86	49	245	176	377	2890
Total arrivals of Immigrants for the year													5532
Total departures of Immigrants for the year.....													2890
Excess of arrivals.....													2642
Excess of arrivals, foreigners (Pacific Is., 83; Europeans, 77); Japanese, 2,850....											3,010		
Excess of departures, Portuguese, 365; Chinese, 3.....											368	1,642	

HAWAIIAN REGISTERED VESSELS.

MERCHANTMEN AND TRADERS.

REGISTER.	CLASS.	NAME.	TONS.	REGISTERED OWNERS.
257	Stmr	Zealandia	2489 19	John S Walker
258	Stmr	Australia	2489 19	John S Walker
259	Bark	Lady Lampson	424 35	C Brewer & Co
271	Bark	Jas A King	610 04	S G Wilder
274	Bark	W B Godfrey	618 72	Foster, Hopper, Peterson
277	Schr	Phebe Chapman	45 78	N F Burgess (probably lost)
281	Stmr	San Mateo	2291 66	M E M Makalua
282	Brig	Geo H Douglas	251 53	John S Walker
283	Bark	Andrew Welch	850 58	C Brewer & Co
285	Bark	Foohing Suey	980 73	C Brewer & Co

COASTERS—STEAMERS.

REGISTER.	CLASS.	NAME.	TONS.	REGISTERED OWNERS.
177	Stmr	Likelike	382 34	Wilder Steamship Co
190	Stmr	Kilauea Hou	153 10	Wilder Steamship Co
196	Stmr	Mokolii	49 21	Wilder Steamship Co
204	Stmr	Lehua	129 80	Wilder Steamship Co
243	Stmr	Kinau	773 07	Wilder Steamship Co
207	Stmr	James Makee	136 61	Inter Island S N Co
218	Stmr	C R Bishop	142 76	Inter Island S N Co
224	Stmr	Iwalani	239 81	Inter Island S N Co
247	Stmr	W G Hall	380 27	Inter Island S N Co
262	Stmr	Waialeale	175 60	Inter Island S N Co
269	Stmr	Mikahala	353 24	Inter Island S N Co
278	Stmr	Pele	134 02	Inter Island S N Co
268	Stmr	Kaimiloa	198 83	Inter Island S N Co
272	Stmr	Kaala	90 53	Inter Island S N Co
195	Stmr	Waimanalo	49 81	J A Cummins
266	Stmr	J A Cummins	79 44	Waimanalo Sugar Co
280	Stmr	Viva	17 77	J I Dowsett
275	Stmr	Annie	5 37	J I Dowsett
284	Stmr	Akamai	29 27	J A Dower

COASTERS—SAILING.

REGISTER.	CLASS.	NAME.	TONS.	REGISTERED OWNERS.
41	Schr	Rob Roy	25 49	J I Dowsett
171	Schr	Caterina Apiani Long	43 89	Allen & Robinson
179	Schr	Leahi	62 79	Allen & Robinson
155	Schr	Mille Morris	22 32	F Wundenberg
183	Schr	Haleakala	56 63	Wilder's S S Co
185	Schr	Mary E Foster	73 29	Inter Island S N Co
276	Schr	Lavinia	40 06	John Nui
188	Schr	Waiehu	60 37	S C Allen
194	Schr	Waimalu	55 69	Wm Weisbath
197	Schr	Liholiho	70 92	Inter Island S N Co
200	Schr	Luka	70 52	Allen & Robinson
205	Schr	Mokuola	17 10	Tong Aki
215	Schr	Kauikeaouli	72 13	Allen & Robinson
219	Schr	Mana	69 60	N Kanaauao
220	Schr	Josephine	8 88	F Wundenberg
232	Schr	Kaalokai	47 26	Inter Island S N Co
233	Schr	Ehukai	32 97	Pacific Nav Co
234	Schr	Kahihilani	11 45	W F Williams
236	Sloop	Healani	9 67	H. M.'s Chamberlain
240	Schr	Rainbow	23 73	H Viera jr
248	Schr	Sarah & Eliza	15 49	W F Williams
244	Schr	Kawailani	24 39	Loongnawk
250	Schr	Kulamanu	85 22	S C Allen
252	Schr	Ke Au Hou	95 15	D Kahanu
279	Schr	Kamoi	108 06	S C Allen
256	Schr	Heeia	36 10	J I Dowsett
260	Schr	Moi Wahine	147 25	S C Allen
263	Schr	Kaulilua	47 96	Inter Island S N Co
267	Schr	Mary	52 16	Allen & Robinson
265	Sloop	Emily	3 50	Lima & Kalapuna

COMPARATIVE TABLE OF PRINCIPAL ARTICLES OF EXPORT, 1860-1888.

YEAR	LBS. SUGAR.	GALLS ⁿ MOLSS'S	LBS. RICE.	LBS. PADDY.	LBS. COFFEE	PCS. HIDES	LBS. TAL'OW	GOAT SKINS.	LBS. WOOL.	LBS. PULU.	LBS. FUNGUS	TONS SALT.	BUNCH'S BANAN'S	TOTAL VAL. ALL. DOM. EXPORTS
1860	1,144,271	108,613	.....	.....	48,966	19,964	84,957	37,298	70,524	649,204	178,794	884	.....	\$ 349,926,54
1861	2,562,498	128,259	.....	.....	45,366	7,463	233,100	21,945	119,927	530,835	278,330	762	.....	404,172,74
1862	3,005,603	130,445	111,008	812,176	146,463	15,461	242,942	53,076	40,368	738,064	301,417	598	121	532,949,87
1863	5,292,121	114,413	123,451	598,291	133,171	16,366	282,640	43,646	233,163	425,081	279,158	656	60	678,213,54
1864	10,414,441	340,436	319,835	105,320	50,083	12,049	189,700	32,333	196,667	643,437	368,835	729	1,940	970,228,81
1865	15,318,097	542,819	154,257	.....	310,799	3,849	186,490	54,988	144,085	221,206	223,979	120	1,211	1,430,211,82
1866	17,729,161	851,795	435,367	.....	93,682	8,331	159,731	76,115	73,131	212,026	120,342	739	1,771	1,396,621,61
1867	17,127,187	544,994	441,750	572,099	127,546	11,207	60,936	51,889	409,471	203,958	167,666	107	2,913	1,205,622,02
1868	18,312,926	492,839	40,450	862,954	78,373	11,144	109,504	57,670	258,914	342,882	76,781	540	3,966	1,340,469,26
1869	18,302,110	338,311	48,830	1,586,959	340,841	12,803	85,937	62,736	218,752	622,998	85,215	1,152	6,936	1,639,091,59
1870	18,783,639	216,662	152,068	535,453	415,111	13,095	90,388	67,463	234,696	233,803	41,968	2,513	4,007	1,403,025,06
1871	21,760,773	271,291	417,011	867,452	46,926	19,384	185,240	58,900	471,706	292,720	37,475	711	3,876	1,656,644,46
1872	16,995,402	192,105	455,121	894,582	39,276	27,066	493,978	53,598	288,526	421,227	32,161	522	4,520	1,345,585,38
1873	23,129,101	146,459	941,438	507,945	262,025	20,677	609,855	66,702	329,507	412,823	57,538	445	6,492	1,661,407,78
1874	24,566,611	90,060	1,187,986	439,157	75,496	22,620	125,596	71,955	399,926	418,320	50,955	730 1/4	6,494	1,555,355,37
1875	25,080,182	93,722	1,573,739	556,495	165,977	22,777	851,920	60,598	565,469	379,003	45,098	96	10,518	1,774,082,91
1876	26,072,429	139,073	2,259,324	1,542,603	153,667	11,105	327,291	45,265	405,542	314,432	35,893	5	14,982	1,994,833,55
1877	25,575,965	151,462	2,691,370	2,571,987	101,345	22,164	369,829	51,551	385,703	150,586	11,629	322	15,995	2,363,866,66
1878	38,431,458	93,136	2,767,768	2,784,861	127,963	25,309	239,941	64,525	522,757	212,740	22,364	180 1/4	13,431	3,333,979,49
1879	49,020,972	87,475	4,792,813	38,815	74,275	24,885	.....	24,940	464,308	137,001	2,571	50	12,369	3,665,503,76
1880	63,584,871	198,355	6,469,480	.....	99,508	22,945	19,169	31,013	381,316	44,846	14,801	14 1/2	19,164	4,889,194,40
1881	93,789,483	263,587	7,682,700	102,370	18,912	21,972	118,031	21,308	528,489	53,415	4,282	302	20,776	6,789,076,38
1882	114,177,938	221,293	12,169,475	459,633	8,131	26,007	77,898	23,402	528,913	.....	2,111	.....	28,848	8,165,931,34
1883	114,107,155	193,997	11,619,000	1,368,705	16,057	38,955	32,252	24,798	318,271	.....	3,783	.....	44,902	8,036,227,11
1884	142,654,923	110,530	9,493,000	46,224	4,231	21,026	2,864	20,125	407,623	465	2,247	.....	58,040	8,067,648,82
1885	171,350,314	57,941	7,367,253	.....	1,675	19,045	.....	19,782	474,121	.....	1,137	.....	60,046	8,958,663,88
1886	216,223,615	113,137	7,338,615	.....	5,931	31,207	21,305	21,173	418,784	.....	.....	.....	45,862	10,540,375,17
1887	212,763,647	71,222	13,684,200	400	5,300	28,639	56,713	16,233	75,911	.....	.....	.....	58,936	9,435,204,00
1888	235,888,346	47,965	12,878,600	.....	7,130	24,494	204,743	17,589	562,289	.....	.....	.....	71,335	11,631,434,88

COMPARATIVE VIEW OF COMMERCE OF HAWAIIAN ISLANDS FROM 1850, GIVING TOTALS FOR EACH YEAR.

COMPARATIVE VIEW OF COMMERCE OF HAWAIIAN ISLANDS FROM 1850, GIVING TOTALS FOR EACH YEAR.															
Year.	Imports.	Exports.	Domestic Prod. Exported.	Foreign Prod. Exported.	Total Custom House Receipts.	Transhipment of Oil and Bone.			Shipping.				Spirits. Gallons Consumed	Haw. Registered Vessels.	
						Galls. Spm. Oil.	Galls. Wh. Oil.	Lbs. Wh. Bone.	Nat'l. Vess'l. No.	Mer. Vessels.		Wh'l'rs. No.		No.	Tons.
										No.	Tons.				
1850	\$1,035,058	\$783,052	\$536,522	\$246,529	\$121,506	.....	.....	.....	12	469	90,304	237	8,251	80	3,539
1851	1,823,821	691,231	309,828	381,401	160,602	104,362	909,379	901,604	7	446	87,920	220	11,270	75	4,460
1852	759,868	638,393	257,251	381,142	113,001	173,490	1,182,738	3,159,951	3	235	61,065	519	14,148	69	4,432
1853	1,401,975	472,996	281,599	191,397	155,650	175,396	3,787,348	2,020,264	7	211	59,451	535	18,203	56	3,827
1854	1,590,837	585,122	274,029	311,092	152,125	156,484	1,683,922	1,479,678	16	125	47,288	525	17,537	54	6,271
1855	1,383,169	572,601	274,741	297,859	158,411	109,308	1,436,810	872,954	13	154	51,304	468	18,528	45	4,831
1856	1,151,422	670,826	466,278	204,545	123,171	121,294	1,641,579	1,074,942	9	123	42,213	366	14,779	48	4,718
1857	1,130,165	645,524	423,308	222,222	140,777	176,306	2,018,027	1,295,525	10	82	26,817	387	16,144	54	5,795
1858	1,089,660	787,082	529,966	257,115	166,138	222,464	2,551,382	1,614,710	10	115	45,875	526	14,637	53	5,249
1859	1,555,558	931,329	628,575	302,754	132,129	156,360	1,668,175	1,147,120	5	139	59,241	549	14,158	65	6,366
1860	1,223,749	807,459	480,526	326,932	117,302	47,859	782,086	571,966	10	117	41,226	325	14,295	68	6,935
1861	761,109	659,774	476,872	182,901	100,115	20,435	795,988	527,910	7	93	45,952	190	9,676	53	5,848
1862	998,239	838,424	586,541	251,882	107,490	12,522	460,407	193,920	6	113	48,687	73	8,940	58	6,645
1863	1,175,493	1,025,852	744,413	281,439	122,752	56,687	675,344	337,043	6	88	42,930	102	7,862	44	5,497
1864	1,712,241	1,662,181	1,113,328	548,852	159,116	33,860	608,502	339,331	8	157	75,893	130	10,237	56	7,895
1865	1,946,265	1,808,257	1,521,211	287,045	192,566	42,841	578,593	337,394	7	151	67,068	180	11,745	65	10,170
1866	1,993,821	1,934,576	1,205,821	428,755	215,047	118,961	1,250,965	611,178	3	150	60,628	229	12,833	74	11,664
1867	1,957,410	1,679,661	1,324,122	355,539	220,599	103,215	821,929	495,140	11	134	60,268	243	15,119	77	11,456
1868	1,931,790	1,898,215	1,450,269	447,946	210,076	106,778	774,913	596,043	7	113	54,833	153	16,030	63	9,793
	2,046,068	2,336,358	1,743,291	623,067	215,798	157,690	1,698,180	627,770	6	127	75,656	102	17,016	61	10,528
	1,930,227	2,144,942	1,514,425	630,517	223,815	105,234	1,443,809	632,905	16	159	91,248	118	19,948	64	10,855
	1,625,184	1,802,069	1,733,094	158,974	221,332	63,310	283,055	29,362	9	171	105,993	47	18,817	57	8,068
1872	1,746,178	1,607,521	1,402,685	204,836	228,375	50,887	32,974	81,998	7	146	98,647	47	18,843	54	6,407
1873	1,437,011	1,228,054	1,725,507	402,547	198,655	56,687	573,697	122,554	12	109	62,767	63	21,212	58	8,561
1874	310,827	1,839,619	1,622,455	217,164	183,857	23,187	403,876	174,111	13	120	71,266	43	18,466	54	8,101
1875	505,670	2,089,736	1,774,083	254,353	213,447	37,812	312,305	104,715	22	120	93,110	41	21,131	51	7,376
1876	811,770	2,241,041	2,055,133	185,908	199,036	.....	.....	.....	14	141	108,706	37	19,707	45	6,753
1877		3,676,202	2,462,417	213,786	230,499	.....	.....	.....	17	168	116,621	33	24,223	54	8,994
1878	46,370	3,548,472	3,333,979	214,492	284,426	.....	.....	.....	11	232	163,640	27	36,360	55	7,949
1879	3,742,978	3,781,718	3,665,594	116,214	359,671	.....	.....	.....	6	251	151,576	25	43,166	63	10,023
1880	3,673,268	4,968,445	4,889,194	79,251	402,182	.....	.....	.....	15	239	141,916	16	44,289	63	10,149
1881	4,547,979	6,855,436	6,789,076	66,360	423,192	.....	.....	.....	13	258	159,341	19	46,085	60	9,338
1882	4,974,510	8,299,017	8,165,931	133,085	505,391	.....	.....	.....	6	258	172,619	32	50,064	60	9,351
1883	5,624,240	8,133,344	8,036,227	97,117	577,333	.....	.....	.....	13	267	185,316	18	61,272	64	11,589
1884	4,637,514	8,184,923	8,067,649	117,274	551,737	.....	.....	.....	11	241	187,826	23	70,160	53	9,826
1885	3,830,545	9,069,318	8,958,664	110,654	502,337	.....	.....	.....	6	253	190,138	26	80,115	51	9,250
1886	4,877,738	10,565,886	10,448,975	116,910	580,444	.....	.....	.....	6	310	222,372	20	100,703	58	13,529
1887	4,943,841	9,529,447	9,435,204	94,243	595,003	.....	.....	.....	12	254	210,703	23	74,913	57	12,244
1888	4,540,887	11,707,599	11,631,435	76,164	540,143	.....	.....	.....	18	246	221,148	17	68,247	61	15,406

* For years 1846 to 1850, see prior issues of the Annual.

COMPARATIVE TABLE OF IMPORT VALUES, FROM VARIOUS COUNTRIES SINCE 1881.

Countries.	Class of Imports.	*1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
United States.....	Dutiable.	\$476,275 81	\$629,604 77	\$722,828 81	\$422,641 70	\$424,941 92	\$670,592 41	\$ 704,942 17	\$593,986 41
	Bonded.	178,177 94	140,352 82	156,242 28	133,348 17	124,321 05	107,470 61	88,242 51	79,031 62
	Free by Treaty.	2,646,577 12	2,788,974 63	3,169,415 70	2,279,137 29	2,391,574 03	2,946,932 65	2,865,962 12	2,467,687 56
	" Civil Code.								212,955 35
Great Britain.....	Dutiable.	726,631 23	730,389 16	822,001 01	610,150 72	409,407 72	494,769 13	596,940 04	576,887 19
	Bonded.	145,223 52	68,374 30	117,293 73	105,381 84	47,588 43	56,941 55	42,835 33	42,796 79
	Free by Civil Code.							21,765 56	32,487 73
	Dutiable.	105,268 94	166,357 52	191,793 03	184,017 07	141,825 38	132,988 19	163,315 64	170,249 10
Germany.....	Bonded.	28,444 29	18,832 05	24,538 85	13,328 98	14,067 96	12,219 67	19,027 69	2,340 18
	Free by Civil Code.								10,535 57
	Dutiable.	28 37							
	Bonded.			12,567 76					
British Columbia.....	Free by Civil Code.								20,882 10
	Dutiable.	44,163 32	30,004 99	32,266 93	18,806 91	11,416 56	21,443 07	71,804 23	60,278 05
	Bonded.	6,365 46	3,204 05		10,568 41	5,586 09	7,908 53	37,803 64	1,765 84
	Free by Civil Code.			5,945 50				48,262 72	48,889 01
Australia and New Zealand.....	Dutiable.	58,753 79	112,527 95	50,396 77	141,333 03	96,936 89	211,582 82	191,936 41	173,762 58
	Bonded.	18,329 00	26,309 52	19,696 64	37,828 72	21,927 26	46,330 44	66,149 58	24,253 76
	Free by Civil Code.								1,690 00
	Dutiable.	18,081 71	15,789 06	23,603 34	12,097 86	10,211 60	8,770 48	8,347 33	5,892 38
France.....	Bonded.	6,179 41	2,423 24	7,331 01	9,622 73	4,172 07	2,724 99	3,257 63	3,107 90
	Free by Civil Code.								281 25
	Dutiable.	2,593 56	1,727 26	808 05	987 25	1,038 00	3,888 02	3,562 65	146 50
	Bonded.	1,606 60	510 56	230 00		915 00	3,800 00		2,321 60
All other countries.....	Free by Civil Code.							6,997 23	7,658 99

* For prior years, from 1875, see Annual for 1885.

GENERAL TABLE OF JAPANESE IMMIGRANTS IN THE HAWAIIAN ISLANDS, OCTOBER 1, 1889.

LOTS.	ARRIVALS.				BIRTHS.			TOTAL.	DEATHS.				RETURNED TO JAPAN.				REMAINING WITHOUT CONTRACTS.				REMAINING UNDER CONTRACTS.	TOTAL IN ISLANDS.
	Men.....	Women...	Children.	Total.....	Boys.....	Girls.....	Total.....		Men.....	Women...	Children.	Total.....	Men.....	Women...	Children.	Total.....	Men.....	Women...	Children.	Total.....		
1st Lot....	676	159	108	943	23	29	52	995	44	4	10	58	329	58	11	390	311	97	139	547	.....	547
2nd "....	939	35	14	988	8	4	12	1000	74	6	2	82	284	21	8	313	581	8	16	605	.....	605
3rd "....	690	230	4	924	27	18	45	969	40	6	5	57	180	56	3	239	464	168	41	673	.....	677
4th "....	1152	276	7	1435	12	19	31	1466	43	13	3	59	4	.....	.....	4	14	263	35	312	1091	1403
5th "....	866	198	.....	1064	7	7	14	1078	20	5	.....	25	2	.....	.....	2	28	193	14	235	816	1051
6th "....	878	203	.....	1081	3	5	8	1089	13	1	.....	14	1	.....	.....	1	5	202	8	215	859	1074
7th "....	927	199	.....	1126	2	1	3	1129	12	2	.....	14	2	.....	.....	2	1	197	3	201	912	1113
8th "....	820	128	.....	948	2	.....	2	950	8	1	.....	9	.....	.....	.....	.....	1	127	2	130	811	941
9th "....	801	199	1	1001	.....	.....	.....	1001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1000	1001
Totals...	7749	1627	134	9510	84	83	167	9677	260	38	20	318	802	135	22	951	1405	1225	259	2919	5489	8408

HAWAIIAN ANNUAL.

NATIONALITY OF VESSELS EMPLOYED IN FOREIGN CARRYING TRADE, SINCE 1879.

Nation.	1879.		1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	177	99,102	179	99,614	181	102,308	179	103,591	195	117,952	191	135,618	184	131,011	220	128,224	177	120,108	164	113,069
Hawaiian.....	22	5,950	18	5,373	20	5,705	19	5,613	23	7,867	29	41,398	18	6,982	29	40,242	43	61,398	43	65,115
British.....	28	37,363	26	31,201	32	35,302	44	56,025	42	53,310	11	3,672	30	38,749	38	39,435	18	19,869	24	28,715
German.....	8	6,136	3	2,138	10	7,709	11	5,716	6	4,882	4	2,959	5	2,377	8	5,581	6	4,628	8	6,385
French.....	3	981	.....	.....	1	535	1	244	.....	.....	4	3,225	2	720	.....	.....	.....	.....	.....	.....
All others.....	13	2,044	13	3,590	14	7,731	4	1,430	1	1,305	2	954	4	3,817	7	6,206	8	6,486	8	6,892
Totals.....	251	151,576	239	141,916	258	159,341	258	172,691	267	185,316	241	187,826	243	183,656	302	219,688	252	212,129	247	222,216

COMPARATIVE TABLE SHOWING THE VALUE AND PERIOD OF PRINCIPAL
DOMESTIC EXPORTS BY QUARTERS FOR THE YEARS 1887,
1888 AND 1889.

	1887.	1888.	1889.
Value First Quarter	\$ 2,930,358 69	\$ 3,935,773 22	\$ 4,709,835 74
Value Second Quarter	4,146,349 36	4,557,733 35	5,773,239 93
Value Third Quarter	1,604 404 28	1,428,031 31	2,341,380 09
Value Fourth Quarter	754,091 79	1,709,897 00	.....
Total	\$ 9,435,204 12	\$ 11,631,434 88	.....

HAWAIIAN SUGAR CORPORATIONS.

Prepared by J. S. Walker, Esq., for the Planter's Monthly.

CORPORATIONS.	Capital Stock..	Shares....	American.	British ...	German ..	Native Hawaiian	Various National- ities.....
Haw'n Com'l & Sugar Co...	\$10,000,000	100,000	\$10,000,000	\$	\$	\$	\$
Hakalau Plantation Co.....	1,000,000	10,000	1,000,000	.....	.....	.....	.....
Hutchinson Plantation Co..	1,000,000	10,000	750,000	250,000	.....	.....	.....
Hilo Sugar Co.....	500,000	5,000	350,000	150,000	.....	.....	.....
Hilea Sugar Co.....	300,000	600	178,000	122,000	.....	.....	.....
Kilauea Sugar Co.....	300,000	300	.....	300,000	.....	.....	.....
Wailuku Plantation Co.....	250,000	2,500	123,100	126,900	.....	.....	.....
Ookala Sugar Co.....	200,000	2,000	42,500	157,500	.....	.....	.....
Olowalu Sugar Co.....	150,000	1,500	72,500	24,100	42,000	.....	{ 5,000 16,400 1,000
Reciprocity Sugar Co.....	100,000	1,000	32,700	13,000	5,000	48,300	.....
Paia Plantation Co.....	750,000	7,500	717,800	20,000	12,200	.....	.....
Haiku Sugar Co.....	500,000	5,000	499,000	1,000	.....	.....	.....
Kohala Sugar Co.....	480,000	960	426,000	48,000	6,000	.....	.....
Honokaa Sugar Co.....	200,000	2,000	20,000	95,000	84,000	1,000	.....
Pacific Sugar Mill.....	200,000	2,000	71,100	62,100	68,800	.....	.....
Hana Plantation Co.....	3,000,000	30,000	3,000,000	.....	.....	.....	.....
Heeia Sugar Co.....	150,000	1,500	112,500	.....	.....	.....	†37,000
Laupahoehoe Sugar Co.....	500,000	5,000	.....	500,000	.....	.....	.....
Waiakea Mill Co.....	300,000	3,000	.....	300,000	.....	.....	.....
Hamakua Mill Co.....	240,000	2,400	.....	240,000	.....	.....	.....
Union Mill Co.....	160,000	160	.....	155,000	.....	5,000	.....
Koloa Sugar Co.....	200,000	200	12,000	.....	188,000	.....	.....
Kukiaia Plantation Co.....	120,000	.....	120,000	.....	.....	.....	.....
Kipahulu Sugar Co.....	80,000	.....	.....	.....	80,000	.....	.....
Waimea Sugar Mill Co.....	70,000	.....	.....	.....	70,000	.....	.....
Waimanalo Sugar Co.....	180,000	1,800	48,300	7,000	16,200	108,100	*400
Waianae Sugar Co.....	255,000	2,550	71,000	18,800	102,100	63,100	.....
Princeville Plantation Co..	240,000	2,400	193,600	16,400	30,000	.....	.....
Wailuku Sugar Co.....	265,000	2,650	235,500	29,500	.....	.....	.....
Hawaiian Agricultural Co..	436,000	4,360	{ 12,000 370,000	54,000	.....	.....	.....
Makee Sugar Co.....	500,000	5,000	500,000	.....	.....	.....	.....
Hononu Sugar Co.....	200,000	2,000	161,100	23,900	15,000	.....	.....
Waihee Sugar Co.....	250,000	2,500	250,000	.....	.....	.....	.....
Onomea Sugar Co.....	500,000	5,000	500,000	.....	.....	.....	.....
Paukaa Sugar Co.....	84,990	8,499	37,510	46,630	.....	850	.....
Pepeekeo Sugar Co.....	750,000	7,500	2,400	508,200	17,800	.....	*200,000
Total	\$24,210,990	.....	\$19,908,610	\$3,179,130	\$735,100	\$226,350	\$249,800

NOTE.—*Chinese owners; †Portuguese; ‡Chilian; §Norwegian.

PLANTATIONS NOT INCORPORATED.

MILLS, PLANTERS AND PLANTATIONS. (Not Incorporated).	Value. (Estimated.)	American.	British.	German.
Lihue Plantation	\$1,400,000	\$ 925,000	\$	\$ 475,000
Pioneer Mill	500,000	250,000	.....	250,000
W. Y. Horner	150,000	150,000	.....	.....
Grove Farm Plantation	250,000	250,000	.....	.....
Hanamaulu Plantation	150,000	150,000	.....	.....
Kekaha Sugar Mill	200,000	66,000	.....	134,000
Meir & Kruse	75,000	.....	.....	75,000
H. P. Faye & Co.	40,000	.....	.....	*40,000
Kaluahonu Co.	10,000	5,000	.....	5,000
J. N. Wright	50,000	50,000	.....	.....
R. M. Overend	80,000	80,000	.....	.....
Kukaiua Mill	170,000	85,000	85,000	.....
Hamakua Plantation	200,000	.....	200,000	.....
Niuli Mill and Plantation	200,000	.....	200,000	.....
Puehuehu Plantation Co.	70,000	.....	70,000	.....
Hawi Mill and Plantation	250,000	.....	250,000	.....
Beecroft Plantation	60,000	.....	60,000	.....
Kamaloo Plantation	40,000	.....	40,000	.....
Paaupahu Plantation	500,000	250,000	250,000	.....
Huelo Plantation	150,000	.....	150,000	.....
Laie Plantation	75,000	75,000	.....	.....
Halawa Plantation	150,000	.....	150,000	.....
J. M. Horner & Sons	75,000	75,000	.....	.....
T. Broderick	30,000	30,000	.....	.....
W. H. Purvis & Co.	75,000	.....	75,000	.....
W. H. Rickard	50,000	.....	50,000	.....
Eleee Plantation	200,000	.....	100,000	100,000
Waialua Plantation	250,000	.....	250,000	.....
A. H. Smith & Co.	40,000	40,000	.....	.....
Kaneohe Plantation	150,000	150,000	.....	.....
Total	\$5,605,000	\$2,631,000	\$1,930,000	\$1,079,000

NOTE.—*Indicates Norwegian owners.

POST OFFICE STATISTICS.

LETTERS PASSING THROUGH THE GENERAL POST OFFICE, HONOLULU,
FROM 1882 TO 1888.

	INTER-ISLAND LETTERS.		FOREIGN LETTERS.	
	Received.	Forwarded.	Received.	Forwarded.
1882*	185,006	230,005	80,509	96,482
1883	195,808	241,542	108,985	120,063
1884	199,481	253,136	131,761	146,815
1885	186,924	349,421	134,175	133,504
1886	†476,631	254,177	132,895	136,535
1887	618,960	299,183	143,158	136,217

*Since 1882, the official record of the Postoffice has been kept from January 1 to December 31, to conform with the Postal Union requirements.

†These figures include city drop letters, and foreign letters from the other islands for forwardance abroad.

COMPARATIVE STATEMENT OF ASSESSMENTS, REAL AND PERSONAL PROPERTY,
HAWAIIAN ISLANDS, FOR YEARS 1881 TO 1888, INCLUSIVE.

YEARS.	OAHU.		MAUI.		HAWAII.		KAUAI.		TOTAL.
	Real.	Personal.	Real.	Personal.	Real.	Personal.	Real.	Personal.	
1881	\$ 6,471,868	\$11,444,557	\$ 2,917,424	\$ 2,294,478	\$ 3,503,565	\$ 1,809,224	\$ 1,156,075	\$ 1,612,146	\$ 31,209,337
1882	6,648,433	10,437,076	2,498,268	2,562,374	4,604,736	2,861,151	1,229,110	1,660,474	32,501,622
1883	7,985,378	7,442,505	2,916,629	4,061,521	4,113,072	4,202,781	1,314,607	2,215,433	34,251,926
1884	8,099,585	8,609,814	2,853,983	3,809,716	3,622,172	3,948,213	1,158,824	2,134,389	34,236,696
1885	8,188,523	8,315,009	2,434,684	3,764,877	3,516,973	4,187,070	1,272,729	2,192,007	33,871,872
1886	8,156,902	8,821,149	3,227,050	3,193,842	2,983,107	5,228,127	1,235,625	2,109,245	34,955,047
1887	8,291,403	7,829,359	2,542,558	2,951,506	2,922,262	4,323,389	1,053,453	2,013,630	31,927,560
1888	8,229,546	6,290,794	2,690,260	2,793,262	3,372,343	4,444,521	1,243,759	2,017,714	31,082,199

PUBLIC DEBT OF THE HAWAIIAN KINGDOM, MARCH 31, 1888.

Compiled from Legislative Report of Minister of Finance.

	12 Per Cent. School Bonds	9 Per Cent. Bonds	7 Per Cent. Bonds	6 Per Cent. Bonds	New 6 Per Cent. Bonds	Totals	Debt Falling Due and Payable During the Present Fiscal Period
Stock A..	15,000	.....	\$ 4,000	\$ 57,000	Issued in Hono- lulu, } \$ 771,800	Stock A.. \$ 76,000	Stock A..... \$21,000
" E..	500	\$ 2,000	3,500	20,500		" E.. 26,500	" E..... 4,500
" I..	400	.....	3,800	.....	Issued to London Subscribers, } 980,000	" I.. 4,200	" I..... 3,800
" O..	200	600	1,800	5,400		" O.. 8,000	" O..... 2,700
" U..	30,000	10,000	.....	30,000		" U.. 70,000	" U..... 5,000
					£200,000 @ \$4.90	New Loan. 1,751,800	
Totals..	\$ 46,100	\$ 12,600	\$ 13,100	\$ 112,900	\$1,751,800	\$1,936,500	Total..... * \$37,000

* Of this amount of Bonds payable during this period \$23,700 has been paid, leaving a balance yet to fall due by March 31, 1890, of \$13,300.

INTERNAL TAXES FOR BIENNIAL PERIODS, 1862-1888.

REAL ESTATE.	PERSONAL PROPERTY.	POLL.	HORSES.	MULES.	DOGS.	CARRIAGES	SEAMEN.	ROADS.	SCHOOL.	TOTALS.
1862—\$ 17,063	\$ 12,090	\$32,965	\$ 52,842	\$2,691	\$11,018	\$ 1,294	\$ 2,441	.....	.....	\$133,236*
1864— 18,877	12,669	32,561	52,326	3,080	10,038	1,384	1,872	.....	.....	131,729*
1866— 20,173	16,336	30,870	60,290	4,265	12,016	1,748	4,557	.....	.....	150,661*
1868— 22,360	20,197	30,086	61,541	4,823	12,654	2,125	10,212	54,260	58,096	277,756
1870— 23,532	22,888	28,830	60,027	5,109	15,430	2,400	8,268	52,200	56,912	275,618
1872— 52,353	45,329	27,841	53,006	6,140	22,271	3,125	5,894	51,740	55,414	323,115
1874— 53,892	42,707	27,620	50,088	6,073	20,236	3,490	3,296	51,156	53,756	312,312
1876— 58,645	47,988	27,372	49,194	6,012	18,676	3,987	3,056	50,852	54,004	318,791
1878— 94,584	94,378	28,722	47,564	3,053	16,465	4,865	2,114	68,016	62,336	420,097
1880— 143,716	155,944	35,484	43,399	.....	15,172	5,780	815	64,940	82,426	547,576
1882— 187,923	208,096	45,998	42,819	Insurance.	13,865	7,125	642	90,041	100,762	728,470
1884— 223,100	254,286	52,964	22,975	.....	13,924	8,750	402	103,054	118,842	797,297
1886— 227,195	262,307	61,745	†.....	3,303	13,315	10,635	114	118,256	115,298	812,168
1888— 252,362	299,974	63,115	.....	6,279	11,985	11,835	.....	120,872	119,144	885,566

* Not inclusive of Road and School Tax. † Included in Personal Property.

ANNUAL INTERNAL TAXES, FROM 1876.

1876, Taxes Collected,	\$162,880.	Tax per capita*	\$2.84	1883, Taxes Collected.	\$417,794.	Tax per capita*	\$5.16
1877, " " "	319,628.	" " "	3.86	1884, " " "	409,000.	" " "	5.07
1878, " " "	245,387.	" " "	4.23	1885, " " "	432,656.	" " "	5.09
1879, " " "	290,380.	" " "	4.58	1886, " " "	417,103.	" " "	4.67
1880, " " "	317,872.	" " "	4.76	1887, " " "	467,719.	" " "	5.41
1881, " " "	367,004.	" " "	5.18	1888, " " "	421,194.	" " "	4.86
1882, " " "	379,071.	" " "	5.29				

* Omitting fractions.

COMPARATIVE TABLE OF RECEIPTS AND EXPENDITURES, HAWAIIAN GOVERNMENT,
FOR BIENNIAL PERIODS 1876-78 TO 1888-90.

REVENUE.	1876-78.	1878-80.	1880-82.	1882-84.	1884-86.	1886-88.	Estimated 1888-90.
Custom House.....	\$ 361,377	\$ 582,846	\$ 719,245	\$ 944,638	\$ 986,417	\$ 1,024,365	\$ 1,027,000
Internal Commerce.....	85,807	122,946	141,744	178,149	194,172	226,842	166,000
Internal Taxes.....	331,163	465,252	596,615	680,397	696,869	766,422	747,000
Fines, Fees, Perquisites, etc.....	132,600	190,265	99,986	233,710	96,490	149,483	185,000
Government Realizations.....	153,572	318,527	393,586	374,291	684,749	513,732	430,000
Government Stocks.....	87,200	23,900		668,900			
From Loans.....						1,811,800	
Postal Savings.....						319,932	
Crown Commissioners.....				12,000	12,000		
Cash in the Treasury April 1, 1888.....							63,913
Totals.....	\$ 1,151,713	\$ 1,703,736	\$ 2,050,276	\$ 3,092,085	\$ 3,010,655	\$ 4,812,576	\$ 2,618,913
EXPENDITURES.	1876-78.	1878-80.	1880-82.	1882-84.	1884-86.	1886-88.	Estimated 1888-90.
Civil List.....	\$ 76,000	\$ 65,500	\$ 100,000	\$ 148,500	\$ 127,931	\$ 128,925	\$ 76,800
Permanent Settlements.....	14,025	15,075	19,512	20,347	14,028	8,967	6,000
Legislature and Privy Council.....	22,080	16,523	19,338	24,942	31,455	60,284	25,300
Judiciary Department.....	71,743	79,667	92,870	115,892	129,057	154,566	183,600
Department of War.....	54,642	67,993	*				
Department of Foreign Affairs.....	32,036	36,830	129,353	252,641	222,678	257,996	191,633
Department of Interior.....	370,220	656,810	1,204,703	1,824,795	1,162,126	1,528,260	1,377,816
Department of Finance.....	244,387	260,057	299,436	319,062	566,569	727,264	608,504
Department of Attorney-General.....	95,861	123,664	163,527	266,730	279,872	279,819	268,680
Bureau of Public Instruction.....	71,721	79,605	84,249	91,755	151,693	165,913	239,670
Board of Health.....					241,470	247,907	320,929
Miscellaneous.....	46,757	93,973	169,608	151,742	† 61,843	‡ 1,152,384	
Contingent.....							96,000
Totals.....	\$ 1,110,472	\$ 1,495,697	\$ 2,282,596	\$ 3,216,406	\$ 2,988,722	\$ 4,712,285	\$ 3,396,932

Merged into Department of Foreign Affairs. † Indemnity Account for Sundry Expenditures. ‡ Including recall and cancellation of Bonds, \$625,000.

COMPARATIVE MONTHLY METEOROLOGICAL TABLE, HONOLULU, VARIOUS PERIODS.

	OBSERVATIONS OF DR. T. C. B. ROOKE.						OBSERVATIONS OF CAPT. D. SMITH.												OBSERVATIONS OF C. J. LYONS.								
	1837.			1838.			1873.			1874.			1875.			1876.			1877.			1886.			1887.		
	Bar	Ther Mean...	Rain...	Bar	Ther Mean...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...	Bar	Ther...	Rain...
January...	30.01	71.9	2.0	30.07	73.0	0.8	30.08	74½	1.98	29.93	73	9.02	29.96	72	4.45	30.00	75	3.73	30.02	71½	3.24	29.99	71.05	0.99	30.05	70.79	7.18
February.	30.06	73.5	1.7	30.01	73.0	8.5	30.07	73½	5.15	29.88	73	9.75	29.91	73	2.92	30.09	76	4.73	30.08	72¼	2.90	30.04	71.60	1.32	29.97	70.49	6.02
March.....	30.02	72.0	2.5	30.07	75.0	2.1	30.09	74½	8.80	29.97	75	4.40	30.02	75	3.86	29.86	75½	6.43	30.05	72¾	0.94	30.10	72.08	1.97	30.05	70.13	2.66
April.....	30.09	75.5	1.2	30.12	74.0	1.0	30.08	76	1.25	30.02	74	3.24	30.02	74	4.22	30.11	75	3.58	30.12	73¾	3.41	30.13	73.20	1.47	30.05	73.51	3.75
May.....	30.13	76.5	0.9	30.13	77.0	0.5	30.05	79½	0.27	30.04	77	1.75	30.04	78	4.16	30.20	77	5.87	30.09	74¼	7.27	30.15	73.69	8.51	30.05	73.71	5.80
June.....	30.08	79.5	1.4	30.08	78.5	2.5	30.05	80	1.27	29.96	78	1.60	29.97	78½	2.44	30.13	78	1.07	30.13	76¼	1.14	30.15	75.91	1.44	30.03	75.49	1.64
July.....	30.12	79.5	2.8	30.09	80.0	1.5	30.05	80½	0.58	29.95	80	1.25	29.96	80	0.95	30.17	79	1.42	30.13	76½	2.27	30.12	77.13	1.04	30.05	77.01	1.31
August....	30.10	79.5	2.0	30.13	80.5	1.2	30.06	81	0.07	29.95	80½	0.30	29.95	81	1.09	30.08	76½	2.58	30.11	76¼	1.19	30.09	77.35	1.95	30.00	76.99	1.74
September	30.09	80.0	0.7	30.05	79.0	2.5	30.00	81	0.05	30.01	79	1.02	29.94	79	3.11	30.03	78½	0.51	30.10	76	2.64	30.05	78.88	6.09	29.98	76.40	1.42
October ..	30.12	77.0	0.4	29.98	76.5	12.0	30.03	78	0.33	30.00	77	2.50	29.97	77	0.95	30.05	78	0.37	30.09	76¼	1.63	30.07	78.21	2.40	29.96	75.82	2.62
November	30.07	75.0	4.5	29.95	73.5	6.7	30.04	76	6.05	29.91	67	5.84	29.95	79	4.45	30.01	77	3.35	30.11	76¾	2.24	30.08	74.48	10.48	29.94	76.43	17.01
December.	30.08	72.5	1.0	29.95	70.5	7.5	30.01	75	11.96	30.00	62	5.75	30.00	74	4.46	30.06	75½	2.92	30.08	74	3.43	30.08	71.47	4.95	29.97	72.84	7.33
Annual rain fall.....	21.1			46.8			37.85			46.46			37.06			36.56			32.28			37.61			58.48		

CLIPPER PASSAGES TO AND FROM THE COAST.

The following is a list of the most remarkable passages between these Islands and San Francisco and other ports on the Coast:

- 1858—Am. bark Yankee, 11 days to San Francisco.
 1859—Am. ship Black Hawk, 9 days and 9 hours from San Francisco.
 1861—Am. ship Fair Wind, 8 days and 17½ hours from San Francisco.
 1861—Am. ship Norwester, 9 days and 16 hours from San Francisco.
 1861—Am. bark Comet, 9 days and 20 hours from San Francisco.
 1861—Am. bark Comet, 10 days and 12 hours to San Francisco.
 1862—Am. ship Storm King, 9 days and 10 hours from San Francisco.
 1864—Am. ship Matapan, 10½ days from San Francisco.
 1864—Am. bark A. A. Eldridge, 11 days to San Francisco.
 1866—Am. bark Ethan Allen, 11 days to San Francisco.
 1878—Am. barkentine J. A. Falkenburg, 11 days to Astoria.
 1879—Am. barkentine Catherine Sudden, 9 days and 17 hours to Cape Flattery.
 1879—Am. schooner Claus Spreckels, 9½ days from San Francisco to Kahului.
 1880—Am. schooner Jessie Nickerson, 10 days from Honolulu to Humboldt.
 1880—Am. brigantine J. D. Spreckels, 10 days and 13 hours from San Francisco.
 1881—Am. brigantine Consuelo, 10 days 20 hours from San Francisco to Kahului.
 1881—Am. brigantine Win. G. Irwin, 8 days and 17 hours from S. F. to Kahului.
 1884—Am. schooner Emma Claudina, 9 days and 20 hours from Hilo to S. F.
 1884—Am. schooner Rosario, 10 days from Kahului to San Francisco.
 1884—Am. brigantine Consuelo, 10 days from Honolulu to San Francisco.
 1886—Am. bark Hesper, 9½ days from Honolulu to Cape Flattery.
 1886—Am. barkentine Amelia, 11 days from Honolulu to Port Townsend.
 1887—Am. brig Lurline, 10 days from San Francisco to Hilo.
 1888—Am. brig Consuelo, 9 days 20 hours from San Francisco to Honolulu.

QUICK PASSAGES OF OCEAN STEAMERS.

	Miles.	Steamer.	Date.	d. h. m.
Liverpool to New York.....	3,350.....	Oregon.....	Oct. 1883.....	7 8 33
Philadelphia to Queenstown.....	3,010.....	Illinois.....	Dec., 1876.....	8 18 3
New York to Havana.....	1,225.....	City of Vera Cruz.....	Aug., 1876.....	4 0 43
Havana to New York.....	1,225.....	City of New York.....	May, 1875.....	3 10 7
Havre to New York.....	3,154.....	La Bourgoyne.....	June, 1886.....	7 5 8
New York to Aspinwall.....	2,300.....	Henry Chauncey.....	1875.....	6 14 ..
Aspinwall to New York.....	2,300.....	Henry Chauncey.....	1875.....	6 5 39
San Francisco to Yokohama.....	4,764.....	City of Peking.....	—.....	15 9 ..
San Francisco to Yokohama.....	4,764.....	San Pablo.....	July, 1887.....	14 23 ..
Yokohama to San Francisco.....	4,764.....	Oceanic.....	1876.....	14 13 ..
New York to Queenstown.....	2,950.....	Etruria.....	Aug., 1885.....	6 9 10
New York to Queenstown.....	2,950.....	City of Paris.....	July, 1889.....	5 23 38*
Queenstown to New York.....	2,950.....	City of Paris.....	Aug., 1889.....	5 19 18*
Queenstown to New York.....	2,950.....	City of Paris.....	July, 1889.....	5 23 10*
Queenstown to New York.....	2,950.....	Etruria.....	Sept., 1888.....	6 1 50
Queenstown to New York.....	2,950.....	Umbria.....	June, 1887.....	6 4 12
Shanghai to London.....	—.....	Sterling Castle.....	May, 1882.....	29 22 15†
Amoy to New York.....	—.....	Glenavon.....	June, 1882.....	44 14 ..
Plymouth, Eng., to Sydney.....	—.....	Austral.....	May, 1882.....	32 12 ..
Yokohama to San Francisco.....	4,764.....	Arabic.....	Oct., 1882.....	13 21 43
Yokohama to San Francisco.....	4,764.....	Gaelic.....	Sept., 1886.....	13 22 30
Honolulu to Tutuila.....	2,279.....	Mariposa.....	Jan., 1886.....	6 7 45*
Honolulu to Auckland.....	3,810.....	Zealandia.....	April, 1882.....	11 23 ..
Auckland to Honolulu.....	3,810.....	Mariposa.....	June, 1887.....	11 10 35*
San Francisco to Honolulu.....	2,100.....	City of Sydney.....	1880.....	6 14 ..
San Francisco to Honolulu.....	2,100.....	Zealandia.....	April, 1882.....	6 13 25
San Francisco to Honolulu.....	2,100.....	Mariposa.....	July, 1883.....	5 20†
San Francisco to Honolulu.....	2,100.....	Australia.....	June, 1882.....	6 16 ..
Honolulu to San Francisco.....	2,100.....	Zealandia.....	Aug., 1881.....	6 23 30*
Honolulu to San Francisco.....	2,100.....	Zealandia.....	Oct., 1882.....	6 10 45*
Honolulu to San Francisco.....	2,100.....	Mariposa.....	Aug., 1883.....	6 18 ..
Auckland to Sydney.....	1,286.....	Mariposa.....	Jan., 1886.....	3 11 50*

*Best on record.

†Total time. Actual steaming time, 27d., 23h., and 45m.

‡Including all stoppages.

§Steaming time; or a little over 36 days, including all stoppages.

HAWAIIAN ISLANDS POSTAL SERVICE.

GENERAL POST-OFFICE, Honolulu, Oahu—F. Wundenburg, P. M. G.; D. Manaku, Assistant P.M.G.; A. B. Scrimgeour, Book-keeper and Cashier; Henry F. Poor, Savings Bank Department; Z. K. Meyers, Money Order Department; O. C. Swain, General Delivery and Stamp Department; Geo. L. Desha, Registry Department; E. Wodehouse, Parcels Post and Dead-Letter Departments; Henry Kaia, J. H. Nui and J. Haalou, Assistants.

POSTMASTERS ON OAHU.

Ewa.....	L. K. Halualani	Laie.....	Wm. King
Waianae.....	Aug. Ahrens	Punaluu.....	J. Hale
Waialua.....	A. S. Mahaulu	Waiahole.....	S. E. K. Papaai
Kaneohe.....			A. Ku

OVERLAND MAIL ROUTE, OAHU.

Leaves Honolulu at 10 A.M. on Wednesday, each week, for the circuit of the Island, arriving back Thursday afternoon or Friday morning. For Waianae, mail carrier leaves every Tuesday, at 10 A.M. Steamers Waimanalo and C. R. Bishop also take a mail for Waianae and Waialua twice each week.

POSTMASTER ON MOLOKAI.

Kaunakakai.....	R. W. Meyer	Pukoo.....	R. W. Meyer
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POSTMASTER ON LANAI.

Lanai.....	Jesse Moorehead
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POSTMASTERS ON KAUAI.

Kapaa.....	R. C. Spaulding	Hanalei.....	C. Koelling
Kilauea.....	R. A. Macfie	Lihue.....	O. Scholz
Kekaha.....	C. Borchgrevink	Koloa.....	E. Strehz
Waimea.....	C. B. Hofgaard		

POSTMASTERS ON MAUI.

Lahaina.....		Kipahulu.....	W. von Uffel
Wailuku.....	W. A. McKay	Kahului.....	G. P. Wilder
Makawao.....	Jas. Anderson	Paia.....	G. Heinemann
Hana.....	John Grunwald	Haiku.....	} C. H. Dickey
Hamoia.....	D. Center	Hamakuapoko.....	
Spreckelsville.....	Hugh Morrison	Huelo.....	W. Turner
Ulupalakua.....	C. W. Wilcox	Honokowai.....	J. A. Kaukau
Honokohau.....			L. K. Kalama

POSTMASTERS ON HAWAII.

Hilo.....	L. Severance	Honokaa.....	J. R. Mills
Kawaihae.....	J. Hookuami	Ookala.....	J. N. Wright
Mahukona.....	Jno. S. Smithies	Kailua.....	J. Kaelemakule
Kukuihaele.....	W. Horner	Keauhou.....	J. G. Hoapili
Waimea.....	Miss E. W. Lyons	Kealakekua.....	H. N. Greenwell
Kohala, Halawa.....	} W. L. Eaton	Napoopoo.....	S. W. Kino
Kohala, Puehuehu.....		Hoopuloa.....	J. W. Maele
Pauilo.....	J. R. Renton	Pahala.....	T. C. Wills
Hookena.....	J. K. R. Amalu	Hilea and Honuapo.....	G. S. Patten
Laupahoe.....	E. W. Barnard	Waiohinu.....	C. Meinecke

OVERLAND MAIL ROUTES, MAUI.

From Lahaina to Kaanapali and Kahakuloa, every ten days, mail closes about 9 A.M. on Wednesday or Saturday after arrival of steamer Kinau from Honolulu.

From Ulupalakua to Hana, weekly, mail closes in the morning on arrival of mails from steamer Kinau.

From Paia to Hana, weekly, mail closes soon after arrival of steamer mails on Tuesdays or Wednesdays.

MAUI MAIL ROUTES.

From Paia to Makawao, every Tuesday and Friday.

From Paia to Haiku, every Tuesday and Friday.

From Paia to Hana, via Huelo, every Wednesday.

From Paia to Ulupalakua, via Makawao, every Wednesday.

From Makawao to Paia, every Tuesday and Friday.

From Haiku to Paia, every Tuesday.

From Hana, via Huelo, to Paia, every Wednesday.

If the steamer *Likeli* leaves Kahului on Saturday for Honolulu, the mails will arrive and leave Paia on that day instead of Friday.

Mail to Hana sent by the *Kinau* or W. G. Hall on Fridays does not leave Paia till the following week.

MAIL ROUTES ON HAWAII.

From Hilo to Honokaa.—Leaves Hilo P. O. on Tuesday or Saturday in every ten days, arriving at Honokaa on Thursday or Monday. On returning leaves Honokaa on the same day, arriving at Hilo on Saturday or Wednesday.

From Hilo to Waiohinu.—Leaves Hilo P. O. on Monday or Thursday in every ten days, arriving at Waiohinu on Wednesday or Saturday. On returning leaves Waiohinu on Thursday or Sunday, arriving at Hilo on Sunday or Wednesday.

From Waiohinu to Kealahou.—Leaves Waiohinu P. O. on Sunday or Thursday, arriving at Kealahou on Tuesday or Saturday. On returning leaves Kealahou on Wednesday or Saturday, arriving at Waiohinu on Thursday or Sunday.

From Mahukona to Honokaa.—Leaves Mahukona P. O. on Wednesday or Saturday in every ten days, arriving at Honokaa Thursday or Sunday. On returning leaves Honokaa on Monday or Thursday, arriving at Mahukona on Tuesday or Friday.

MAIL ROUTES ON KAUAI.

From Lihue to Waimea.—Leaves Lihue P. O. every Wednesday morning, arriving at Koloa about noon and at Waimea and Kekaha in the evening of the same day. On returning leaves Waimea on Saturday morning, arriving at Koloa about noon and Lihue in the afternoon.

From Lihue to Hanalei.—Leaves Lihue P. O. every Wednesday morning, arriving at Kapaa in the forenoon, at Kilauea about noon, and Hanalei in the afternoon of the same day. On returning leaves Hanalei on Friday and arrives at Kilauea Friday evening. Leaves Kapaa about Saturday noon and arrives at Lihue in the afternoon.

EARLY VISITORS TO THE HAWAIIAN ISLANDS.

The object of the following article is to throw some light on a comparatively obscure period of Hawaiian history, viz., the few years immediately preceding the arrival of Capt. Vancouver. Such was the impression made on the civilized world by the tragical death of Capt. Cook, that no foreign vessel touched at the Islands for more than seven years. During this interval the island of Hawaii was rent into three independent, petty kingdoms, while all the other islands were brought under the sway of Kahekili and his brother Kaeo.

THE FUR TRADE OF THE NORTH-WEST COAST.

The narrative of Capt. Cook's last voyage drew public attention to the profits that might be made by purchasing furs from the Indians on the North-west coast of America with pieces of iron, beads, blankets, etc., and selling them for cash in the Canton market. Accordingly several expeditions were immediately fitted out in different parts of the world to engage in this lucrative trade. The pioneer in this trade was Capt. James Hanna, who sailed from Canton in April, 1785, in a brig of only 60 tons, to Nootka Sound in Vancouver Island (which was for a long time the general rendezvous of the fur traders), being the second European who had been seen in those parts since Capt. Cook's visit. Having obtained a large quantity of sea otter skins from the Indians, he sailed along the coast to the northward, where he discovered and named several sounds, islands and harbors, and safely returned to China, where he sold his furs for \$20,000.

PORTLOCK AND DIXON'S FIRST VISIT.

In the same year, 1785, certain merchants of London formed a company under the title of the "King George's Sound Co.," for the purpose of carrying on the fur trade from the western coast of America to China, and engaged to bring home cargoes of tea from Canton for the East India Company. Accordingly they purchased and fitted out two ships, the *King George*, of 320 tons, and the *Queen Charlotte*, of 200 tons, giving command of the larger vessel to Capt. Portlock, and that of the smaller to Capt. Dixon, both of whom had served under Capt. Cook in his last voyage. They left England in the month of September, 1785. After a voyage of six months their supply of water running short, and the scurvy having broken out in both ships, they first made for the supposed group of "Los Monjes,"

laid down on the old Spanish chart. Not finding this group, (which was no doubt the Hawaiian Islands, placed ten or fifteen degrees east of their true position), they ran down before the trade wind to Hawaii. They arrived off the coast of Kau, May 24th, 1786, rounded the South Point, and stood to the northward, trading with the natives for hogs, vegetables and fishing lines. They noticed at night a great number of fires lighted along the shore, probably to alarm the country, and on anchoring in Kealakekua Bay, the ships were surrounded by vast multitudes of natives. As they became insolent and troublesome, and as no chief appeared with sufficient authority to keep them in order, Capt. Portlock determined to leave as soon as possible. He had learned from the people that Kalanio-puu, the late king, was dead, and that Kamehameha reigned in his stead. Capt. Dixon states that all their chiefs were absent, engaged in war with those of Maui, probably in the campaign in which the Hawaii troops were expelled from East Maui. In order to get room for his men to work in unmooring the ship, Capt. Portlock was obliged to scare them away by firing off six four-pounders and six swivels, with blank charges; at the same time *tabuing* the ship by hoisting a white flag at the main-top-gallant-mast head. This had the desired effect, and enabled them to unmoor and get under way for Oahu without molestation.

On the first of June, 1786, they anchored in Waialae Bay, between Koko Point and Diamond Head, which Capt. Portlock named King George's Bay. Here they remained four days, buying fresh water by the calabash full, at the rate of a sixpenny nail for a two-gallon calabash full, and in this way obtained over thirty tons of water. Kahekili, the King, who was then residing at Waikiki, sent them presents, but did not come on board. Capt. Portlock noticed that nearly all of the iron daggers sold by Capt. Cook at Hawaii in his former voyage, were now in the possession of Kahekili's warriors, which proved that they had defeated the Hawaii people in war, perhaps in the reconquest of Hana, Maui. He had the good sense this time to forbid the sale or manufacture of them. Diamond Head was christened Point Rose, and Barber's Point was named Point Banks in honor of Sir Joseph Banks; while the bay between them was named Queen Charlotte's Bay. On their way to the North-west Coast they visited Niihau, where they remained about a week. Here they procured about 18 tons of yams besides a liberal supply of pork and vegetables, part of which was sent over from Waimea by

Kaeo, king of Kauai, in return for presents. Capt. Dixon's naive remarks show that the morality of his crew was no higher than that of Capt. Cook's men. In Hawaiian tradition these ships are known by the name of "Lo," and are said to have brought the first beads.

LA PEROUSE'S VISIT.

While Portlock and Dixon were slowly cruising along the western coast of Hawaii, the celebrated French navigator, La Perouse, with the two frigates, *La Boussole* and *L'Astrolabe*, touched at Honuaula, East Maui, May 28th, 1786. He had closely followed on their track, sailing over the supposed position of Los Monjes, and running due west for 20° until he sighted East Maui. He then coasted along Kipahulu and Kaupo, and anchored off Keoneoio, Honuaula, where he remained one day. During this short stay his men purchased 100 hogs and a large quantity of vegetables, besides several feather cloaks and helmets. La Perouse landed and visited several villages, accompanied by a few officers and a squad of marines. He praises the peaceable and orderly conduct of the natives, by way of contrast with that of the Easter islanders. As the wind blew fresh, and both ships dragged their anchors, they sailed for Alaska, passing to the west of Lanai.

PORTLOCK AND DIXON'S SECOND VISIT.

Captains Portlock and Dixon, after cruising along the North American coast from Cook's Inlet to Nootka Sound with indifferent success, left that inhospitable shore and sailed again for Hawaii, which they saw Nov. 15th, 1786. The next day they cruised along the coast of Kohala, trading with the natives, and purchasing supplies in great abundance and variety, including mountain geese, a ton and a half of salt, etc. Afterwards while passing the island of Maui, a canoe with four men, nearly exhausted, was picked up by the *King George*. They were treated with great kindness, and sent ashore the next day loaded with presents. They then proceeded to their old anchorage in "King George's Bay," Oahu, where they found everything tabued until Kahekili, the king, had paid them a visit of state, in a very large canoe, attended by a number of high chiefs. Trade was then resumed, and in a short time they laid in over 5,000 gallons of water and six months' supply of firewood in exchange for nails and buttons. Capt. Portlock says of Kahekili, "He frequently ate with us, but I never could persuade him to touch either wine or spirits, nor did he ever use *awa*, but always drank

water." On the contrary, "the old priest," he says, "was almost constantly on board, and drank vast quantities of *awa*, which kept him in a most wretched condition; he seemed quite debilitated, and his body was entirely covered with a kind of leprous scurf. The old man had generally two attendants on board to chew the *awa* root for him, and when their jaws gave out, he would hire others to chew it for him at a bead for a mouthful." This old priest accused Kahekili of plotting to cut off both vessels, which was either a false report or else its execution was prevented by vigilance and a display of the effects of fire arms. Meanwhile Capt. Portlock sent a party to make the first survey of Waikiki Bay. On the twentieth of December, they sailed for Kauai, taking Peapea, a nephew of the king, and an attendant as passengers, and anchored in Waimea Bay, Dec. 22, 1786. Here they were received in the most friendly manner, especially by Kaiana, who afterwards played so prominent a part in Hawaiian history. This Kaiana was originally a Maui chief, but had been implicated in the conspiracy of Oahu chiefs against Kahekili, and had fled to Kauai in 1785, where the queen, Kamakahelei, protected him. Opunui, or "Abbenooee," as Portlock calls him, and Kaeo, also visited the ships and brought generous presents. An old warrior chief was treated by the ship's surgeon for some wounds which he had received, and to show his gratitude brought off a large double-canoe load of hogs as a present to the surgeon and captain. The two ships remained partly at Waimea and partly at Niihau until March 2, 1787, when they sailed again for the north-west coast.

CAPT. MEARES' FIRST VISIT.

Meanwhile another company had been formed in Bengal, India, and two vessels were fitted out for the fur trade, viz., the *Nootka*, a snow of 200 tons burden, commanded by Capt. Meares, and the *Sea Otter*, a sloop of 150 tons, under Capt. Tipping. They sailed from Calcutta March 2, 1786, and Capt. Meares arrived at the Fox Islands off Alaska in the following August. Having had poor success in buying furs, as the Russians had preceded him, and having failed to meet his consort, the *Sea Otter*, which had sailed for China in September, he unwisely decided to spend the winter in Prince William's Sound. During the winter he and his crew suffered greatly from the intense cold and from the scurvy, of which twenty-three died, including the surgeon and the carpenter. At last, in May 1787, they were found and relieved by Portlock and Dixon, who had returned to

the Coast after their second visit to the Hawaiian Islands. Capt. Portlock had his carpenter calk and repair the *Nootka* and her long-boat, furnished Capt. Meares with provisions, such as flour, sugar, etc., and allowed two able-bodied seamen to ship on the *Nootka* for China. In return he received a large quantity of rice and liquors, besides iron and beads for trade, and compelled Capt. Meares to sign a bond for £1,000 that he would immediately leave the Coast and not trade for any more furs, and to give an order on a Canton firm for the work done by the carpenter.

Capt. Meares spent the following August, 1787, at the Islands—mostly at Kauai—where he was most hospitably treated. He says, "They received us with joy, and saw us depart with tears." From Portlock and Dixon's accounts, however, they seem to have quarrelled with Kaeo and Opunui's party, and to have fired on them. Kai-ana, who was evidently not on good terms with Kaeo, took passage with Capt. Meares September 2, 1787, for Canton. The vessel was run ashore October 20, 1787, in a typhoon at Typa, near the mouth of the Canton river, but all hands and the cargo were saved. The furs were sold for upwards of \$15,000. Her consort, the *Sea Otter*, foundered at sea on the return voyage from Alaska. Kai-ana remained several months at Canton, and was very kindly treated by the foreign residents, with whom he was a great favorite. "When he first saw the ships at Whampoa his astonishment baffled description, and he called them the 'islands of Britannee.'" His portrait was painted at this time, in which he is represented as wearing a feather cloak and helmet, and holding a spear. An engraving from it appears in Meares' Narrative. Capt. Meares says, "Tianna was about 32 years of age; he was nearly 6 feet 5 inches in stature, and the muscular form of his limbs was of an Herculean appearance. His carriage was replete with dignity. * * He wore the dress of Europe with the habitual ease of its inhabitants; and he not only learned the use and arrangement of its various articles, but applied his knowledge to the uniform and most minute practice of personal cleanliness and decorum. * * He could not be taught to understand the value of our current coin, and as iron was the most valuable metal in his eyes, he naturally supposed it to be the medium of barter among other nations." Portlock says "Tyana, though no professed Papist, would frequently go to the places of divine worship at Macao, and always observed the manner, motions and attitudes of the congregation, standing or kneeling as they did, * * ap-

pearing very studious to imitate them by an exact conformity to all their actions, gestures and behavior." He relates several anecdotes to illustrate Kaiana's kind and generous disposition. It does not appear that he received any religious instruction whatever, and he returned to the Islands as much of a heathen as ever. The Chinese he regarded with the utmost aversion and contempt.

PORTLOCK AND DIXON'S THIRD VISIT.

Meanwhile the *King George* and *Queen Charlotte*, after relieving Capt. Meares in May 1787, separated from each other, the *Queen Charlotte* proceeding down the American coast to Queen Charlotte's Island, which was named after the ship. Here, in August 1787, Capt. Dixon met two small vessels fitted out by their company in London, viz., the *Prince of Wales*, Capt. Colnett, and the *Princess Royal*, Capt. Duncan, a sloop of only 50 tons burden, which had left England in September 1786, and had been on the coast about a month. They also heard of a ship called the *Imperial Eagle*, Capt. Barclay, from London, which had left England in November 1786 and arrived on the northwest coast a month before the *Prince of Wales*. Capt. Barclay discovered the Straits of Juan de Fuca and sailed for China, touching at the Islands on his way. He was accompanied by his wife, who took a Hawaiian girl called "Wynnee" (wahine?) with her to Canton in 1787. The other two vessels just mentioned visited the Islands the next year. Capt. Dixon then steered for the Hawaiian Islands, arriving off the coast of Hawaii September 5, 1787. After coasting along Kohala and Hamakua, and trading for pigs and sweet potatoes with small pieces of iron, he ran down to their old station off Waialae, Oahu. The next day Kahekili and the old priest visited them and exchanged presents, after which the people were allowed to trade, and soon supplied the ship with fresh water, wood, etc., and also brought off great quantities of ripe *ohias*. Kahekili spent much time on board, and took passage in the ship to Waikiki, where he landed. Capt. Dixon then sailed for Wai-mea, Kauai, arriving there September 16th, about twenty days after Capt. Meares in the *Nootka* had left. He was received in the most cordial manner, and was visited by King Kaeo in a double canoe, as well as by other chiefs, who vied with each other in supplying the wants of their visitors. He was thus enabled to complete his supplies and sail for China after a stay of only two days, arriving in Macao November 9, 1787.

The *King George*, Capt. Portlock, remained considerable time in the vicinity of Prince William's Sound. After exploring the coast nearly to Cape Edgecombe he sailed for the Hawaiian Islands, arriving off Hawaii September 28th, three weeks later than the *Queen Charlotte*. After lying off and on all day near the Hamakua coast, driving a brisk trade for pigs, fowls, breadfruit, fishing lines, etc., he proceeded directly to Waimea, Kauai, arriving there October 3rd, and from thence to Niihau, where the King was on a visit. The chief Opunui sent a messenger in a canoe to Waimea for a letter which Capt. Dixon had left for Capt. Portlock, and delivered it to him in about thirty-six hours. He also delivered letters left by David Ross, mate of the *Nootka*, and others. Capt. Portlock writes feelingly of the extreme oppression of the common people by the chiefs, of which he was a witness. He left Niihau October 7th and arrived at Macao November 21st. After disposing of their furs for \$50,000, both ships sailed for England with cargoes of tea belonging to the East India Company.

CAPT. MEARES' SECOND VOYAGE.

In January, 1788, Capt. Meares and others in Canton purchased and fitted out two vessels named the *Felice* and the *Iphigenia*, the former of 230 tons, commanded by Meares himself, and the latter of 200 tons commanded by Capt. Douglas. The crews consisted of Europeans and Chinamen in about equal proportions. Mr. Henry Cox and other merchants of Canton who were interested in Kaiana put on board of each ship six cows and three bulls, four calves, besides a number of goats, turkeys, pigeons, &c. Several lime, orange and other trees were also purchased and put on board, together with a large assortment of useful articles for Kaiana. Besides Kaiana, Capt. Douglas took as passengers on the *Iphigenia* a man and boy from Maui, and poor "Wynee," who was far gone in consumption, and died at sea. The two ships sailed January 22, 1788. Unfortunately, they did not sail directly to the Islands, but first made a long trading voyage to the North-west Coast, during which all the live stock died or were slaughtered for meat.

A pathetic account is given by Meares of the death of the unfortunate "Wynee," whose remains were committed to the deep with the burial service of the Church of England, February 5th. The *Iphigenia* arrived off the coast of Alaska in June, and followed the coast from Kodiak Island as far as Nootka Sound, the appointed

rendezvous. The *Felice*, however, sailed directly to Nootka Sound, where a party was left on shore to build a sloop of 50 tons. Capt. Meares then followed the coast to the Straits of Juan de Fuca, where his men had a severe fight with the Indians, after which he returned to Nootka Sound. Here they met the little brig, the *Princess Royal*, in August 1788, which soon afterwards sailed to China with a cargo of furs, touching at the Hawaiian Islands on the way. Capt. Duncan reported in China that Kaeo and Opunui had made an attempt to poison his crew. His consort, the *Prince of Wales*, Capt. Colnett, returned to China about the same time, also touching at the Islands, arriving at Macao in December 1788, after which the ship was despatched to England with a load of tea. The *Iphigenia* arrived in Nootka Sound from the north August 27th, to the great joy of both crews. Since the vessels had separated another Hawaiian, "Kane," had died on board of the *Iphigenia*. Kaiana was intensely interested in the building of the new vessel, and spent most of his time with the carpenters, assisting them and learning all he could of their trade. On the twentieth of September the schooner was launched with the usual ceremonies, and christened the *North-west-America*. As Meares relates, "Tianna, who was on board of the vessel at the time of her being launched, not only saw, but may be said to have felt, the operation as if it had been the work of enchantment; and could only express his astonishment by capering about, clapping his hands, and exclaiming 'myty, myty!'" As soon as the new vessel was equipped and manned, it was left with the *Iphigenia*, under Capt. Douglas' orders, to trade along the coast while Capt. Meares in the *Felice* sailed for China via the Islands September 24th.

THE FIRST AMERICAN FUR TRADERS.

About this time, September 17, 1788, the first American ships made their appearance in Nootka Sound, viz., the *Columbia*, a ship of 300 tons, under Capt. John Kendrick, and the *Lady Washington*, a sloop of 100 tons, under Capt. Gray. These two vessels had been fitted out in Boston in August, 1787, and for several years were engaged in the fur trade between the North-west Coast and China, touching at the Hawaiian Islands. In 1789 the *Washington* entered the Straits of Juan de Fuca and explored them for fifty or sixty miles.

CAPT. MEARES' SECOND VISIT.

The *Felice*, Capt. Meares, arrived off Hawaii October 18, 1788, and lay off and on near Kawaihae, trading for hogs, of which more

than 400 were purchased in a few hours, besides fowls and vegetables. A high chief came off in a double canoe, who exchanged presents with Capt. Meares, and gave him the latest political news. Meares informed him that Kaiana would soon return to the Islands in another ship like the *Felice*, and that he had sent a present by him to King Kamehameha. This present was formally delivered to the chief before a multitude of natives, and also publicly tabued for the King. It was faithfully delivered and produced the effect which Capt. Meares intended. He then sailed for Waimea, Kauai, where he found that all communication with his ship was forbidden. Two of Kaiana's friends, however, secretly came off and informed him that Kaeo was entirely under the influence of Kaiana's deadly enemy, Opunui, that Kaiana was threatened with death if he should land, and that his brother, Namakeha, was in danger of his life. By these men Capt. Meares sent a message and presents to Kaiana's wife and brother. After waiting two days off Waimea in vain he sailed to Niihau, where he was cordially received, especially by a petty chief, who had received the *sobriquet* of "Friday." This honest fellow procured them several tons of yams, and took charge of a letter for the *Iphigenia*, which he faithfully delivered. Capt. Meares sailed for China October 27th, and arrived at Macao December 5, 1788.

FIRST VISIT OF CAPT. DOUGLAS AND RETURN OF KAIANA.

The *Iphigenia* remained in Nootka Sound till October 27, 1788, when, in company with the new schooner, the *North-west America*, they sailed for the Islands. Kaiana had now been absent from home for about fifteen months, and was universally popular with the seamen on both ships. As he approached his native land, however, he became grave and anxious about the reception which he should receive. They sighted land on the sixth of December, and approached the district of Hana, Maui, where great numbers of canoes came off with hogs, bananas and yams. A brother-in-law of Kaiana, named "Harwallenge," came off to see him with great demonstrations of affection. They then proceeded to Kealakekua Bay, where Kamehameha came off in state with a fleet of twelve large double canoes, beautifully adorned with feathers, and was honored with a salute of seven guns. "After crying over Tianna for a considerable time, the King presented Capt. Douglas with a most beautiful fan and two long feather cloaks." He professed the warmest friendship, and exchanged names with him. When Kaiana explained to him the time

and manner in which the *North-west America* had been built, he entreated that a carpenter might be left with him to assist Kaiana in building another vessel like it. The next day the captains of both vessels accompanied Kamehameha and Kaiana on shore. As Meares states, "They were met on the beach by three priests, who chanted a kind of song, and presented a small hog and cocoanut; the former of which was given by the king to Capt. Douglas. This ceremony continued about ten minutes, after which they were introduced into a large house spread with mats and a kind of part-colored cloth, when, after the repetition of these ceremonies and the priest had chanted a third song, two baked hogs were brought in, of which the two English gentlemen alone partook, and then proceeded to take a walk, in which they were not interrupted by a single person, as all the natives were *tabooed* on the occasion and confined to their houses." This looks as if they were still regarded as supernatural beings. The chiefs of all ranks were forbidden at this season to eat pork, as it was the time of the "Makahiki" festival. "In the evening," says Meares, "the king and queen returned with Capt. Douglas on board of the *Iphigenia*, as they considered it to be a luxury of no common description to sleep in his cot."

A week was spent in killing and salting hogs, when it was found that the cable of the bower anchor had parted under very suspicious circumstances. Kaiana was sent to inform the king of it, and soon returned with a party of divers, who found it after several trials. Two of them took down a three-and-a-half inch cable and bent it in twenty fathoms of water as well as if they had been on shore, so that the anchor was recovered.

Kaiana had now decided to enter the service of Kamehameha, who gave him a large tract of land, where he could live secure from his enemies on Kauai. Accordingly, his treasures were brought on deck, consisting of saws, hatchets, gimlets, adzes, knives, cloth of various kinds, carpets, China-ware, and ten bars of iron (which constituted immense wealth in the opinion of the natives), and sent ashore in five canoes. Capt. Douglas declares that Kamehameha "took no common pains to persuade" him that "Kafaniopuu was poisoned for having incited the natives to the murder of Capt. Cook," which of course was false. "Kamehameha," he says, "appeared to be rather an object of fear than of love among his subjects. Some of the chiefs proposing, on seeing Capt. Douglas shave himself, that the king should undergo the same operation, his Majesty thought

proper to kick them all, one after the other, not only without fear, but without mercy." The *Iphigenia* then proceeded to cruise off Maui and Oahu, and anchored off Waikiki January 1, 1789. Kahekili visited the ship and received a salute of five guns, besides a present of adzes, choppers and knives, upon which he took off the tabu. He paid the vessel several visits with presents of hogs, fish and turtles, and entertained Capt. Douglas hospitably on shore. A few days after the vessels lost both their anchors, "which Kahekili contrived, though it blew a gale of wind, to heave up and get ashore, together with their cables." The king did not attempt to hide the theft; and the anchors were returned on Capt. Douglas' presenting the king "with a pistol, musket and some ammunition, with the threat that if he did not restore the anchors his town would be laid in ashes."

On the twenty-fifth of January both vessels sailed for Waimea, Kauai, where they found everything tabued at first, from fear of Kaiana, but when it was understood that he had been left at Hawaii messengers were sent to Kaeo, who returned after three days and took off the tabu. Capt. Douglas complains bitterly of the pernicious influence exerted by one Sam Hitchcock, a runaway sailor from the *Prince of Wales*, who had ingratiated himself with the king, the first of his class. Capt. Douglas then took on board Kaiana's wife and child, and his brother Namakeha, with ten of his relations and retainers, and returned to Hawaii, touching at Waikiki on the way. Kaiana boarded the *Iphigenia* off Kawaihae and piloted the ship into Kailua harbor, where they were visited by Kamehameha, who seemed overjoyed at their return. The next day he and Kaiana explained the political situation of the Islands to Capt. Douglas, and persuaded him to present the King with a swivel gun, which was mounted on a large double canoe, besides some smaller firearms and ammunition. In return the King sent on board upwards of eighty hogs and other articles, including a dozen mountain geese. Turkeys had already been left on the Islands by some other vessel and were multiplying. On the ninth of March, 1789, the two vessels again got under way for the North-west Coast, touching at Oahu for firewood and at Kauai and Niihau for yams, and leaving at the last two islands two mutineers who seem to have been desperate characters.

CAPTURE OF THE ENGLISH TRADERS BY THE SPANIARDS.

The *Iphigenia* and her consort arrived in Nootka Sound towards

the end of April, 1789, and found there the two American vessels, the *Columbia* and *Lady Washington*, which had spent the winter on the coast. The tender *North-west America* was sent north to trade. On the sixth of May, a Spanish frigate called the *Princessa*, mounting 26 guns, from San Blas, Mexico, arrived, and it was joined on the 13th by the *San Carlos*, carrying 16 guns. On the fourteenth of May, the Spanish Commodore, Don Martinez, seized the *Iphigenia*, and took possession of the adjoining country in the name of the king of Spain. On the return of the *North-west America*, June 9th, she was also boarded and seized by boats from the Spanish frigate. As has already been mentioned (on page 44) the *Prince of Wales* and the *Princess Royal* had arrived at Canton in December, 1788. The *Prince of Wales* then left for England with a cargo of tea, while the *Argonaut* was purchased and fitted out under Capt. Colnett, to take her place. The *Princess Royal* and the *Argonaut* sailed for the North-west Coast in April and May, 1789, with 70 Chinese colonists on board, who were to settle on the American coast in the service of the company. On the arrival at Nootka Sound in July, 1789, they were also seized by the Spaniards, and their cargoes confiscated. The Chinamen were compelled to enter the Spanish service in building forts, digging in the mines, etc. The *Argonaut* and *Princess Royal* were sent as prizes of war to San Blas, July 15th. Capt. Colnett in consequence of his treatment became temporarily insane. The crew of the *North-west America* were put on board of the *Columbia*, Capt. Kendrick, together with the furs which had been collected up to that time, and sent to China. They visited the Islands on their way, and arrived at Macao November 2nd, 1789. The *Washington* remained on the Coast, and was entirely unmolested by the Spaniards.

To return to the *Iphigenia*, as we have seen, she was seized May 14th, the officers imprisoned, and the crew put in irons on board of the Spanish ships. By dint of much persuasion Capt. Douglas and Mr. Viana, his mate, were induced to sign an obligation in triplicate, on the part of the owners, "to pay on demand the valuation of said vessel, if the Viceroy of New Spain should adjudge her to be a lawful prize." Having signed this bond he was permitted to sail June 2nd on the understanding that he would proceed directly to China. England and Spain were at peace at this time, and Mr. Meares laid a Memorial before the British Parliament April 30th, 1790, for redress, estimating the losses of his company at \$500,000.

CAPT. DOUGLAS' SECOND VISIT.

Capt. Douglas sailed north along the coast, trading for furs as far as the north end of Queen Charlotte's Island, and then bore away for the Islands, arriving at Kealakekua Bay July 20th, 1789. Here a plot was formed by the leading chiefs to massacre him and his crew, and to rob and destroy the ship. The treacherous chiefs had already introduced themselves into the ship, one holding a pistol, and others with daggers in their hands. The king's elder brother, Kalaimamahu, was to kill Capt. Douglas, and his younger brother, Keliimaikai, was to do the same for the boatswain, while "Paree-onow" was to stab Mr. Adamson, the first officer, etc. When Capt. Douglas noticed that the chiefs were armed, and that the queen had been secretly conveyed away from the ship, he suspected some treachery. Under various pretences he managed to get the pistol from one chief, and a dagger from another, and the moment that Kaiana arrived, took him alone into the cabin, and demanded an explanation. Kaiana with tears and lamentation unfolded the plot, and laid the chief blame of it on the king. He said that he had sent his servant on board to warn Capt. Douglas, but that he had been so closely watched by the chiefs that he had not found an opportunity to do so. Capt. Douglas immediately rushed on deck with a loaded pistol in each hand, "which had such an effect on the chiefs that they quitted the ship in an instant and pulled for the shore." Kamehameha afterwards made humble apologies, laying all the blame on his chiefs, and expressing the deepest regret for what had occurred. Friendly intercourse was then resumed, and abundant supplies of pork and vegetables procured. It is certain that Meares and Douglas were grossly mistaken in their estimate of Kaiana's character, and from what we know of his recent career it is not unlikely that he was at least an accomplice in this plot. On the 27th of August Capt. Douglas went to sea, touching at Kauai and Niihau for water and yams, and arrived at Macao October 4th, 1789.

CAPT. METCALF'S VISIT.

An American trader by the name of Metcalf, was treacherously supplied by Mr. Jaques, mate of the *Princess Royal*, with copies of his own and Capt. Hudson's charts and journals, in the spring of 1789, in China. He sailed from Macao for the North-west Coast in the snow *Eleanor*, mounting ten guns, with a crew of ten Americans and forty-five Chinese. He was accompanied by a small

schooner of twenty-six tons, the *Fair American*, commanded by his son, a youth of eighteen years of age. He returned from the Northwest Coast in the autumn, and was trading off the coast of Hawaii towards the end of the year 1789, the *Fair American* having been detained by the Spaniards at Nootka. Kaiana and other chiefs had formed a plot to take the ship, when the crew were off their guard, but were prevented by Kamehameha, who went on board and ordered them all ashore. Kameeiamoku, chief of the Kohala district, having gone on board of the *Eleanor*, was beaten with a rope's end by the elder Metcalf for some petty offence. Smarting under the indignity, he vowed to avenge himself on the first foreign vessel that should come within his power.

In February, 1790, the *Eleanor* crossed the channel to Maui and anchored off Honuaula. As Kamakau states, Kalola, the aged widow of Kalaniopuu, with her new husband, Kaopuiki, was then residing at Olowalu, in West Maui. Kaopuiki, having gone to Honuaula to barter hogs, etc., for fire-arms, noticed that the ship's boat was left towing astern during the night, and formed a plot for capturing it. The following night his men cut the boat adrift, murdered the seaman who was sleeping in it and towed it ashore. It was then broken up for the sake of its iron fastenings, after which Kaopuiki and his retainers returned to Olowalu. In the morning when Capt. Metcalf discovered that the boat and man were missing, he is said to have fired on the people on shore, and to have taken two prisoners, from whom he learned that the guilty persons had come from Olowalu. In a day or two he proceeded thither in the *Eleaunor*, and resumed trade with the natives. A multitude of unsuspecting people came in their canoes from other parts of the island, and eagerly crowded the ship to trade. Meanwhile Capt. Metcalf ordered all the ship's guns and the muskets to be loaded, the former with grape shot and nails, and tabued the canoes to remain off either the bow or stern of the ship. When all were collected within easy range of his guns, he gave the order to open the ports and fire upon the fleet of canoes. The slaughter was dreadful. John Young, who was then boatswain of the *Eleanor*, estimated that over a hundred natives were killed, and many more severely wounded. But this cruel massacre did not long remain unavenged. The little schooner, *Fair American*, arrived off the coast of Hawaii March 16th, 1790. Her crew consisted of only five men besides the captain. On her arrival Kameeumoku went off with a fleet of canoes as if to trade, and

boarded the schooner near Point Mano, in Kona. While young Metcalf's attention was occupied with receiving presents, and hearing news about his father's ship, he was suddenly thrown overboard and drowned, and all the crew were killed except Isaac Davis, the mate, "whose life was spared by a sudden impulse of compassion." The vessel was hauled up on shore, and stripped of its guns and ammunition, etc., while Davis was nursed and kindly treated by Alapai, brother of Keeaumoku. Ever since the Olowalu massacre, the *Eleanor* had been in the neighborhood of Kealakekua Bay, apparently on the most friendly terms with the Hawaii chiefs and people.

On the seventeenth of March, John Young the boatswain, who had permission to be on shore, found himself detained, and all canoes *tabued* by Kamehameha's orders, lest Capt. Metcalf should hear of the capture of the tender. The *Eleanor* lay off and on for two days, firing signal guns in vain, and finally sailed for China, never to return. On the twenty-second Kamehameha went to Kaulapulehu, accompanied by Mr. Young, where he sharply reprimanded Kameeiamoku, and took possession of the schooner and her guns. John Young and Isaac Davis were taken to his residence, where they were treated with the greatest kindness, raised to the rank of chiefs, presented with valuable lands, and became his most trusted counsellors. By their bravery and skill in gunnery they often turned the tide of battle in his favor, while by their good sense and integrity they exerted a powerful influence on the side of justice and humanity in all his dealings either with natives or foreigners.

RELEASE OF ENGLISH TRADERS BY THE SPANIARDS.

It appears from Capt. Colnett's statement that the *Argonaut* was released by the Spanish Viceroy at San Blas, and permitted to return to China, but was strictly forbidden to trade on the coast of America. Capt. Colnett touched at the Islands on his way, in April, 1791, and wrote to Young and Davis, offering them a passage to China on his vessel. Upon this they made a determined effort to escape to the *Argonaut*, but were prevented by a crowd of natives, and would have been killed, if it had not been for Kamehameha's personal exertions. Capt. Colnett left a ewe and ram at Kauai on this trip. The *Princess Royal* also visited the Islands from San Blas, as it seems, under Spanish colors, in March, 1791. As Vancouver states: "Ever since *Tianna* had been settled on Owyhee with

the arms and ammunition he had brought from China, his mind had constantly been directed to the seizure of every small vessel that had arrived amongst them; whilst the plans he had repeatedly concerted for such enterprizes had been uniformly opposed and overruled by *Tamaamaah* and his chief councilors." On this occasion Kaiana with his brother and other chiefs, formed a plot for the capture of the *Princess Royal*, which was only prevented by the timely interference of Kamehameha. The argument was used that the "Spaniards had taken the vessel from the English, and therefore there could be no harm in taking her from the Spaniards." She was released by the Spaniards on her return to Nootka Sound. The outrages committed by the Spaniards on the North-west Coast nearly led to war between England and Spain, and "one of the noblest fleets that Great Britain ever saw," was fitted out in the year 1790, which was not without its effect on the court of Madrid. For in the Convention of October 28th, 1790, the Spanish Government agreed to restore "the buildings and districts or parcels of land, at Nootka Sound and Port Cox, which were occupied by British subjects in April, 1789," and to acknowledge an equal right for English subjects with Spaniards to carry on all branches of commerce in those seas. One of the chief objects for which Capt. Vancouver's expedition was sent out was to receive a formal cession of this territory from a representative of the Spanish Government, as well as to make a complete survey of the North-west Coast.

LATER VISITORS.

Capt. Kendrick, of the *Columbia*, after arriving at Macao, November 2, 1789, fitted out a brig called the *Hope* under Mr. Ingraham, who had been his mate, and made another voyage to the North-west Coast. He was at the Islands again on his way to China in October 1791, and left three of his men at Kauai under pay to collect sandal-wood and pearls against his return from Boston the following year. This was the beginning of the sandal-wood trade. He afterwards made several trading voyages to the North-west Coast in the *Lady Washington*, and met Vancouver at the Islands in 1794. He was accidentally killed on the fourteenth of December, 1794, in Honolulu harbor, by a wad from a cannon fired in a salute by the English ship *Jackal*, Capt. Brown. Capt. Ingraham in 1791 took an intelligent young native from Hawaii, named Jack Kalehua, to Boston and back, who afterwards made one voyage with Capt. Vancouver, and was highly spoken of by him.

The *Jenny*, Capt. Baker, of Bristol, England, touched at Niihau in the summer of 1792 and kidnapped two young women, who were carried off to the North-west Coast. Capt. Baker had enough humanity, however, to send them back to their native country by Capt. Vancouver, who was so much pleased by their good conduct on board that he procured lands for them at Waimea, and left them under the protection of Kaeo. He met the *Jenny* again at the Islands in 1794, under Capt. Adamson, formerly first officer of the *Iphigenia*. Capt. Brown of the London Company had three vessels under his charge, viz., the ship *Butterworth*, the sloop *Prince Le Boo*, and the schooner *Jackal*. He complained to Capt. Vancouver of the conduct of a set of renegade foreigners on Oahu and Kauai, who had formed a plot to cut off an American brig, the *Hancock*, Capt. Crowell, at Kauai, by scuttling her under water, which well nigh succeeded. Capt. Brown afterwards discovered Honolulu harbor, where he was massacred, together with Capt. Gardner and the greater part of the crews of the *Jackal* and *Prince Le Boo*, January 1, 1795, by Kalanikupule and the Oahu chiefs.

In regard to the character of these early traders, Capt. Vancouver says: "The natives had too just cause to complain of the treatment they had received from their visitors. In many cases *no compensation whatever* had been given by these *civilized* visitors, after having been fully supplied, on promise of making an ample return, with the several refreshments of the best quality that the country afforded. At other times, they had imposed upon these people by paying them in commodities of no service or value. This was particularly the case in those articles which they were most eager to obtain, viz., arms and ammunition, which chiefly composed the merchandise of the North-west American adventurers. Muskets and pistols were thus exchanged that burst on being discharged the first time, though with a common charge of powder. To increase the quantity of gunpowder which was sold, it was mixed with an equal, if not a larger, proportion of pounded sea-coal or charcoal. Many serious accidents had happened by the bursting of these firearms." Too many of them seem to have acted on the Buccaneers' motto that there was "no God this side of Cape Horn."

W. D. ALEXANDER.

A TRIP TO THE SUMMIT OF MAUNA KEA.

Mauna Kea, so seldom visited by any one, yet claiming universal admiration, as it looms up grandly and beautifully decked in its shroud of snow is truly named the "White Mountain." What wonders there were to be seen thereon, amongst its numerous cones, which looked like so many mole hills from the distance, could only be ascertained by actual ascent. Thus, with expectations rife to aid the arduous duties of an advance surveying party—consisting of six—we left Hilo at eight o'clock A.M. of August 6th, 1889. We followed the Hitchcock road to near Bougainville—a distance of about four and one-half miles—where the road enters the woods. They call it a mile and three-quarters by measure through the woods. We believed the distance correctly measured; but some of the party thought it the longest mile and three-quarters ever traveled. We sympathized, however, with them and wondered if it could be possible for the chain to have stretched. Evidently the road through the woods had not been used very lately. The *oi* bushes and ferns had interlocked across the road, hiding from view the numerous mud holes. Our animals were not very fond of mud, or of pushing through the *oi* and fern jungle—though some of them came from Hilo. But for all that they plunged bravely through the *oi*, only to land in a "slough of Despond;" into one of such places one of our pack mules became so firmly imbedded that we had to unload him, and pull him out by main force. Many quizzes about this time came from down along the line, "Was there any end to 'the woods?'" "Were we ever going to get out?" But the woods suddenly ended, and what a contrast! As we emerged from those beautiful Hilo woods, where the *ieie* and *iiwi* vines vie with each other in their attempt to wreath the trees with beautiful garlands. Before us lay a bleak waste. We were at the end of the 1855 flow, at a point where the 1881 flow had overlapped it a little. To our left, the 1881 flow stretched out like a huge glossy black monster. To our right, thinly covered with stunted *ohia*, ferns and numerous *ohelo* bushes, stretched the great 1855 flow. After refreshing ourselves on some boiled eggs, which one of the party had considerably brought, and resting the animals a little, we proceeded on our trail over this older flow. For about half a mile it was very narrow; from thence it had banked up fully between 200 and 300 feet above the surrounding country, and spread out over two miles in width. One could only imagine what

consternation this great flow, directly above and only seven miles from Hilo, must have caused its residents as month after month it banked itself up here, extending even to the Wailuku river; then broke out near the center of the embankment with a sudden rush, and made directly for Hilo, but only to reach a distance of about a half mile, where it ended its mad career.

Our advance over the flow was slow and tedious. The trail, marked every few hundred yards by piles of stones, being very rough and hardly visible in places. Bleaching bones of many poor animals lay strewed all along the trail. Night overtook us before we reached a suitable camping place, but as it was moonlight we pressed on to the *aa* part of the flow, some twenty miles from Hilo. The flow at this point is not more than a mile in width. Our trail then turns to the right and enters the woods again, where a short distance brings us, about eight o'clock P.M., to Halealoha, our camp for the night. Our barometer gave this point an elevation of 4,050 feet, being nearly the same elevation as the Volcano House. The next morning two of the party started on ahead with the rifles. The trail leaves the woods about two miles from Halealoha, thence skirts along over *pahoehoe*, mostly near the edge of the woods. Many sheep paths cross and recross this section of the trail, making it very difficult at times to keep the right trail. We are now nearing the main base of Mauna Kea, which looms up in its full majesty before us. A sudden turn in the trail to the right carries us off from the Mauna Loa lavas through a narrow belt of woods to Hitchcock's camp, Kipukahina, about five miles from Halealoha. We are now on the slopes of Mauna Kea. The whole character of the surrounding country has changed. Instead of a bleak waste of lava there are open fields of fine pasture land. A short way below Kipukahina two wild young bulls were shot, which gave us plenty of meat for several days. Leaving Kipukahina we strayed off on a sheep trail, but headed for Puu Oo, where we found the trail leading around the mountain towards Waimea, which we followed, reaching Puakala—Hitchcock's mountain house—at five o'clock P.M. This house is sixteen and a half miles in a direct line from Hilo, but about thirty-five by the trail. The Hitchcocks had kindly invited us to make this point our headquarters. What a surprise it was to find, at this distance, such a large comfortable house, built of solid *koa*, all of which had been sawed out by hand! It was surely mountain luxury to lay off in

comfortable rocking chairs before the large, open, old-fashioned fireplace. The elevation at this point is 6,325 feet.

The rest of the week was spent getting out poles for the Aahuwela trigonometrical point. A fire had evidently passed through the woods some time ago, killing all the *ohia*, so that we had to go about a mile below Puakala for suitable poles. These we dragged up the hill with our mules, setting up a large tripod signal which was clearly seen from Hilo later. We lived high and well at Puakala; neither did our six cooks spoil the broth: but a specialty from each one helped to swell the bill of fare each meal. One made such fine biscuit, another such soup, another veal pies, another oyster fritters, and another still hit the climax by making *akala* (wild raspberry) pies.

Monday was set as the day for making the ascent of the mountain. We all rose before daylight, but found some of the horses gone, which were not found until noon. This necessitated our giving up the trip for that day.

Tuesday, after an early breakfast, four of the party made the start for the summit. Two of the party were rather overcome by too high living, and did not feel well enough to make the ascent. There is no regular trail to the top. Numerous cattle trails traverse up the flanks of the mountain. We followed some of these main trails up to two sand cones called Kaupaloihale. To this point the ascent is very gradual, passing mostly through a scattering grove of *mamane* trees, which, with the exception of a few *koa* trees, seems to be the only tree that grows above the regular forest line. Numerous small gulches cut the sides of the mountain. The soil is very sandy, the sides of the mountain being made up mostly of disintegrated *aa* flows and sand cones, the latter being especially numerous. Leaving Kaupaloihale the cattle trails soon terminate and vegetation grows very scarce, the tree limit ending at the foot of Kaupaloihale. We now had to pick our way over loose blocks of scoria, which were more or less rounded, and in many places the blocks had been packed in smooth even layers by the action of the snow. Over such places the animals easily picked their way. On reaching the top plateau, the ascent became much more gradual. About three miles from the top one of our mules gave out; so left him behind, securely tied to a large rock, with a feed of oats near by. We headed for a group of cones, which seemed to be near the center of the plateau. The last part of the climb, up between two of these cones, was very steep and rough. The texture of the scoria is somewhat different

here, being of a light bluish gray color; rings when struck and splits in regular smooth layers; the feldspars being present in large quantities. Looking toward the space between Mauna Loa and Mauna Kea, a grand sight presented itself to our view; this space was filled in with immense banks of spotless white clouds, which we looked down upon from our elevated point of view.

Passing the cones we pressed on some two miles further west, in hope of finding the lake Waiau. Camp was pitched in a sand hollow while two of the party further looked for the lake, which was found quite a distance above us, among the central cones. Our camp was fully 13,000 feet in elevation, and distant from Puakala about ten miles. The air at this elevation becomes very rare, and any over-exertion is liable to tell on one not used to it, to which two of the party can well testify. The wood for our use we packed up in bags from Puakala. The animals were very uneasy during the night, clawing up large holes in the sand, chewing off and breaking their ropes. One mule persisted in hanging around the tent all night, barking all of our wood and tearing up a horse blanket and enamel cloth. Shortly after daylight we struck camp and started back, visiting the lake on the way, which we found to be about 200 feet long by 150 wide. It occupies a small crater between two sand cones, about half a mile directly west from the central cone. The shores of the lake are composed of sand and rock, the sand being very compact. The water was muddy and very stagnant. Selecting the cone which looked the highest we made the ascent, packing the four-inch transit and a flag pole up on horseback. The transit level showed this cone to overtop all the others considerably. This cone is fully 800 or 900 feet higher than the main plateau, and composed of sand and cinders, with here and there masses of loose slag cropping out. The view from this elevation of 13,805 feet above the sea level was grand beyond description. Mauna Loa's smooth outline was only broken by the view into its crater; its side towards Mauna Kea, blackened and streaked by the numerous eruptions, was desolate in the extreme; the later flows could be easily traced down the mountain side by their shining surfaces, and through the woods toward Hilo. These flows are very narrow on the steeper slopes of the mountain, where the lava has run with great speed. On reaching the plateau between Mauna Kea and Mauna Loa the flows have turned, some to the right toward Hilo, and others to the left toward South Kohala. The speed of the flows being re-

tarded they have spread out in width, in many places covering immense tracts of country.

The central group of cones consists of four; about three miles further to the north another group of several very prominent cones stands on the northeastern edge of the main plateau; also, at the same distance south towards Kalaieha there are a large number of sand cones. With the exception of a few the cones had small craters at their summits, having the appearance of being cut off on top and being very regular in shape. Their state of regular preservation is owing to the loose character of the cinder and lapilli that form them, which slide and roll, quickly filling up any crevices which may be formed in their sides. The top plateau slants gradually in all directions from the central cones; its greatest width, about eight miles, extends in a north-east to south-west direction. It has a very desolate appearance, and with the exception of a very few clumps of a hardy grass there is nothing growing. The whole formation and texture of the mass of Mauna Kea is very aged, there being no signs of any late volcanic action.

Our descent was slow and tedious. We found our played-out mule gone. Fog set in thicker and thicker as we descended; only a short distance was visible around us. We pressed steadily on down, crossing our Puakala trail several times without recognizing it. Night set in, but the fog did not lift; it became intensely dark, and we almost despaired of finding the house, when all of a sudden our headway was stopped by a fence. Recognizing it as the inclosure of the Laumaia pasture, and that we were on the lower side of it, we followed the fence back—about a mile—to the road, and trusted the rest of the guidance to our animals, who carried us safely back to the house, which we reached at eight o'clock P.M.

A trip to the top of the mountain can not be said to be one of very great pleasure. The rarity of the atmosphere takes away one's energies in a most surprising manner, but the after effects of the trip are very exhilarating. As you descend from the summit life seems to come back again, slowly at first, but at about 10,000 feet elevation you feel almost like a new man, and as hungry as a bear.

The intention of the party was to make a rapid topographical survey of the summit plateau with the stadia. This was given up for the present; but it is hoped that such a survey can be made in the near future with the assistance of photography.

E. D. BALDWIN.

ANCIENT IDOLATROUS CUSTOMS AND KAPUS OF THE
HAWAIIAN PEOPLE.

[From a Thanksgiving Address of John Ii, delivered in Hawaiian at Kawaiahao Church, Jan. 1. 1841.]

We have assembled to-day to give thanks together for God's goodness. His goodness has been very great to us and our nation. It cannot be enumerated. To perceive this we have only to look back to our day of ignorance and sin. Let me tell you some things I myself have witnessed. When I was a child, I saw the idolatrous practices in the reign of Kamehameha I. There were two kinds of heiau's or sacred enclosures that I recollect; the one called the house of Lono, the other the Louhi. The house of Lono was made of ti leaf, and included three separate houses, besides another small house. These were the names of those houses: the Hale-umu, the Maua, the Waiea, and the Hale-pahu, and besides these was the Anuu, or handsomely wrought high wooden fence in front, and the idols made with hands. The lama was the only timber allowed in all this sacred enclosure, except the idols which were made of ohia. This was the temple of Lono exclusively, and Lono's order of priests, together with the king, only could officiate in it. In consecrating this heiau, one day was sacred, like our present Sabbath, and if the prayer of the king and priests in Waiea prevailed, or was uninterrupted by any noise of man or beast, then the next morning there was a Kauila, or the sitting in rows, rising, manoeuvring, singing songs, with the sacrifice of many hogs, for the god, the priest, the people, and the king. Those to the god were laid upon an altar on the ground, and also on a scaffold up high. This was a time of most rigid kapu. Males and females dared not even converse together. If a man touched a woman the penalty was death! So also if a woman touched a man. I saw one man killed for entering a private house in the night, during this kapu. Behold how much we ignorantly suffered in those times of idolatry, and we might be still afflicted by these dreadful burdens of no profit.

The temple Louhi was the temple proper. It was larger than the other, and built of stone like that near Diamond Hill. [Long since demolished.—ED.] It included five houses, the Hale-luhi, the Hale-umu, the Maua, the Waiea, and Hale-pahu, beside the Anuu, and the idols made with hands. The god of this temple was called Ku. Ten days were employed in consecrating this temple, and there were distinct services each day, and many priests were en-

gaged. They were a distinct order from those of Lono, and were called Kauahi, or the order of Ku. Of this order was Hewahewa, the great high priest of this group of Islands.

According to the number and offices of the priests so was the number of the deadly kapus, by which men were killed. In a time of this kapu, I saw three men (Keahi, Kekuanui, and Kane) sacrificed in the temple called Kikiau, at Kealakekua, Kona, Hawaii; one for putting on the chief's maro, another for eating what was sacred, and the third for going out of a kapu house and enter one that was not kapu. This was about the year 1818.

There were four great gods, of which I have heard, whose names were Ku, Lono, Kane and Kanaloa. These were male gods; but there were also female gods, such as Papa, Hoohoku, Walinuu, Haumea, Kalaniainuu, or Kihawahine. These were female gods; but besides these were very many little gods, which our people worshipped. Those above were only the great deities. I myself was guardian of one of the female deities, called Kihawahine. Very many articles of food were at different times kapu'd by them, so that neither chiefs nor their attendants could eat them. Nevertheless, both chiefs and people placed much reliance in these false gods, because it was said, salvation belonged to the pious alone, and to pray to the gods was the only way to triumph in sickness, in battle, and the pains of death. But the only salvation I used to hear of, was to live from childhood to extreme old age, when one can no longer walk.

If a chief was taken sick, a boy was offered in sacrifice, to propitiate the male god, who was angry, about something, during the first night. It was the duty of the priest and the kahu akua to present the offering before the feather idol in the heiau. But if no relief was obtained, then a malo was presented to a female god, and if the dream was propitious, of running water, of a well of water, or even bitter water, then the priest and favorite of the god came and prophesied, saying, "Your god has answered, you have no sickness."

Kamehameha I had great regard for his god, because he thought it was his piety that secured him the victory of all the kingdom of Hawaii. I also then thought that this idolatry of Hawaiians was true, because I had heard from my infancy these things, and my mind was fixed that they were right.

When Liholiho began to break up the kapus, and men and women

began to eat together, I had great abhorrence of his conduct, and even wept aloud in his presence, saying to him, "we must forsake this work at once, or the god will be angry at us." But I have since seen that I was much mistaken, for behold, that idolatry was all false and foolish. I and others were greatly oppressed with the multitude of wicked kapus, one of the most inconvenient of which was the prohibiting males and females to eat together. They lived separately, the women eating in their house and the men in theirs. This occasioned great additional labor, and created much misery. The women could neither eat pork, cocoanuts, nor bananas, and some other things; dogs and certain fish they could not eat. The praying classes did eat pork at all times; it was only during certain kapus, and at other times they would eat fish.

Here is another sort of kapu that I have seen, viz., high chiefs, and especially the king. They were called gods by some, because their houses were sacred and everything that pertained to their persons. Many, very many were the deadly kapus connected with the persons and property of the chiefs which I have seen. In the day time these kapus are peculiarly rigid; they were less so in the night, because the eyes of the common people could not look upon them. When I was about to take hold of anything belonging to the king, his kapa, his spit-box, or his kahili, I prepared first my own person, by throwing off everything except the malo; I could wear no kapa whatever; it was strictly forbidden; then I took hold. I dare not attend to any concern of my own while waiting on the king. When traveling, I must not walk straight behind his back, this was kapu; neither dare I approach his shadow in the forenoon or afternoon, not even the shadow of the house in which he lived. No common man could approach that place with their kapas on. If anything was carried to or from the chief, the carrier cried out aloud to all, to fall prostrate, which all did, throwing off their kapas and whatever they were carrying. If they had something they could not get rid of at once, the only way was to fall prostrate. It would have been death to have stood up. So you see, our chiefs used to be gods.

Numerous indeed were the oppressive laws and customs of those times. They were hard times, dangerous times; but we then thought these things were all right. Alas for us, how dark hearted we were. Chiefs who reigned before the days of Kamehameha I were despised, because they killed their people without foundation, as I have heard. But the reign of Kamehameha was greatly admired, because unlike

former chiefs, he protected and favored the common people, even children, old women and old men. He placed strong kapus upon agriculture and fishing of the common people. His acts were really good; he was a man of deep and strong consideration, but some of his laws were very bad. If any one should say that his course was excellent, and excelled the regulations of the present time, I cannot think he is correct. We have many improvements at the present day. * * * I see great reason to bless God for his love to us and our nation. He has taken away our false gods and our distressing kapus. This was once a land of war; we were a fighting people, but we are all at peace now; we have also now many good laws; the burdens of the poor are made lighter; old people are not taxed, nor do they go to chiefs' work. Husbands and wives live together as they do in enlightened lands; our chiefs are no longer gods to destroy us. Therefore, call to mind these happy changes that have taken place, as well as all the blessings which have been graciously conferred upon us from time to time, for we have received many during the year now at a close. * * *

THE KAMEHAMEHA SCHOOLS.

BERNICE PAUHI BISHOP, the daughter of Paki, one of the Oahu Hawaiian chiefs, and Konia, a granddaughter of Kamehameha I. by his son Kaoleioku, was born December 19th, 1831, and married, January 4th, 1850, to Hon. C. R. Bishop. For many years their home was the center of quiet and elegant hospitality. Travel in foreign lands and constant intercourse with the brightest and best society at home and abroad gave added grace to Mrs. Bishop's native dignity and worth. On Wednesday afternoon, October 16th, 1884, the sad tidings spread through the streets of Honolulu that Mrs. Bernice Pauahi Bishop had entered "the narrow path that shows no backward footstep," as the Hawaiians expressively phrase the passing of a soul into the eternity beyond. Quickly all the places of business were closed, and as acquaintances met on the street, each and all made allusion to the loss which they felt had befallen the whole community in the death of the beloved lady, whose mere presence brought with it the benediction of her gentle, benignant spirit. When the pageantry of the solemn funeral rites had passed, her name was upon every lip again with tender expressions of honorable regard; for it soon be-

came known that by the terms of her will the bulk of her property was left as a sacred trust to perpetuate in the Kamehameha Schools the memory of the Christian benefactress, whose last thought was for her people, whose supreme desire was to help upward all Hawaiian boys or girls that had any desire "to make good and industrious men and women." The property had come to Mrs. Bishop as the inheritor of the Kamehameha family estates; and the schools appropriately are to perpetuate that name, so illustrious in the history of the Hawaiian nation.

The five Trustees named in the will, Messrs. Bishop, Damon, Hyde, Cook, Smith, first met April 9th, 1885, though their formal organization was not completed till December 9th, 1885. The settlement of the estate, while in charge of the executors, was so successfully administered, that the Trustees were put in possession January 23rd, 1886, of the property devised by the will, then estimated at a total valuation of \$474,000, with an annual income of \$36,000. No time was lost in perfecting plans for the establishment of the Boys' School. Negotiations were begun to secure for Principal Rev. W. B. Oleson, whose proved ability in the management of the Hilo Boys' Boarding School had marked him as the capable and suitable person for the head of such an institution as it was proposed to establish. July 1st, 1886, Mr. Oleson began his connection with the School, and after presenting plans for the building it was proposed first to erect, was granted six months' leave of absence to visit similar schools in the United States and secure a corps of teachers. The teachers now constituting the faculty are: Rev. W. B. Oleson, Principal; H. S. Townsend, W. Thompson, C. Davis, T. Richards, Levi Lyman, Miss I. E. Hight.

In their prospectus the Trustees gave public notice that "in accordance with the terms of the will the Boys' School will be established first. The Boys' School will be on the western limits of the suburb of Palama; the Girls' School, near Lunalilo Home, at Makiki. They expect to put up the buildings for the Boys' School without trenching largely on the invested funds, though they are authorized by the will to expend one-half of the estate in the erection of the necessary buildings." This expectation, largely through the generosity of Hon. C. R. Bishop, has not been disappointed. The grounds were fenced, roads laid out, an artesian well dug, tanks built. The Principal's house, two dormitories, a dining hall, and the necessary smaller buildings were pushed forward to completion, so that

forty-five applicants were examined, and the work of the school begun October 3rd, 1887. A third dormitory was opened in 1888, and a fourth in 1889, and there are now about a hundred attending school. Twenty-one have already left school, most of them readily finding remunerative employment.

The course of study is planned for four years, and aims to give a good training in colloquial and written English, mathematics, vocal music, geography, book-keeping, history, hygiene, with special lessons in practical morality. A neat uniform of cadet gray with black trimmings helps keep up the physical and moral tone of the boys, who present a very pleasing appearance as they march into town in military order to attend worship at Kawaiahao or Kaumakapili. Carpentry, blacksmithing, plumbing, printing, sewing, cooking, laundry work, stone-cutting, wood-turning furnish the manual training which supplements and helps the ordinary work of the school-room. The charge for board and tuition for the school-year of forty weeks is only forty dollars; and that low rate of expense means that the work in the dining hall and kitchen is part of the manual labor the boys are expected to do. The dietary is simple but substantial, including bread, milk, coffee, potatoes, poi, salmon, beef, bananas, oranges. The charms of the location delight the eye with the rare combination of valley, mountain, plain, and sea, all standing out clear in the tropical atmosphere with its varied and glowing tints.

Visitors are welcomed at the school at any time. The morning is the time for work in the shops; the afternoon, for study and recitations in the class room. Entering at the lower or Ewa gate, the first building is the blacksmith's shop. Next in order comes the sewing room and the printing office. Back of these are the turning shop and the carpentry shop and the pump room, where the water is forced through a four inch pipe, 1250 feet long, into the tanks at an elevation of one hundred feet above the well. On the other side of the road is the lower dormitory; above it the dining hall; above which are two more dormitories. Back of these are the laundry, and the fourth dormitory. The Principal's house overlooks all the buildings. Beyond this is the Museum, erected by Mr. Bishop at his own expense. It is built of stone quarried on the premises. This is a costly building, a fine specimen of modern architecture, and is specially designed for the large collection of Hawaiian antiquities left by Mrs. Bishop and by Queen Emma. Back of the Museum is the Gymnasium; beyond it is now in process of erection the Assembly Hall, the main building

with recitation rooms for the various classes. Mr. Bishop defrays the entire cost of this building also, so that the whole revenue of the estate is available for the maintenance of the school. The Teachers' Cottage and the other buildings put up by the Trustees have all been erected and furnished, and the current expenses paid by the annual income of the estate.

Through Mr. Bishop's liberality also, another building has been erected and was opened September, 1888, for a Preparatory School, which will accommodate sixty boys under twelve years of age. There are four teachers now in charge of forty little boys, and it is a delight to witness the joyous looks of the lads, perfectly satisfied with the pleasant home and careful teaching they have under Miss C. A. Reamer, as Principal, and her assistants Misses Bishop, Lyman, and Henry. It is the design to fit the boys in this Preparatory School for the higher grade required for admission to the Kamehameha Industrial School.

The Board of Education has provided for scholarships for boys, qualified to enter the Industrial School, who have not the means to pay the cost of board and tuition. It is not the intention of the Trustees that any worthy applicant shall be denied the privileges of the School. They are required by the will "to devote a portion of each year's income to the support and education of orphans and others in indigent circumstances, giving the preference to Hawaiians of pure or part aboriginal blood." With every added year the value of such an institution to the Hawaiian people, and to the whole community, is destined to grow more real and more inestimable. Among those whom the recording angel will write high on the roll of those who have loved their own people, and done nobly for mankind, will stand forever the name of BERNICE PAUAHI BISHOP.

C. M. HYDE.

The ancient Hawaiian method of determining the dividing line between hillside and valley property was, as illustrated in the testimony before the Land Commission, in 1848, to affix the boundary between Kewalo and Kaimuohena, viz.:—"The dividing line between them is where a stone would stop when rolled down the ridge. * * Kewalo is any place above where a stone running down would stop; below where the stone would stop is Kaimuohena. This is a general rule for the division of lands in the same position."

HAWAIIAN MARITIME HISTORY.

A BRIEF SKETCH OF NOTED VESSELS AND COMMANDERS IN THE
DEVELOPMENT OF THE COASTING SERVICE OF THE HAWAIIAN
ISLANDS.

With the loss, toward the close of 1888, of the schooner *Manuokawai* there passed away the last of the "old register" vessels of these islands—the connecting link with the past—the record of which fact recalls reminiscences of not a few celebrated vessels and their notable captains, or owners, in the Annals of Hawaii. Apart from the connection of many of them with the historic events in the growth of Hawaiian civilization and commerce, the facts gathered furnish an interesting companion chapter to our article in the last ANNUAL on the "History of the Steam Coasting Service of the Islands."

It is not proposed to give as full an account of the sailing vessels as was done with the steamers in the article referred to. Nor can it be so concise; as, from the longer period and disconnected character of much of the information obtainable at this date relative to the service, many breaks occur to mar its completeness; hence, we confine ourselves at present to those vessels and captains of the coasting fleet that have earned for themselves a name, trusting it may lead to a more complete history of the service at some future time.

We are indebted to history and early voyagers for facts obtained relative to the early efforts of this people in marine ventures, since the "newspaper" was unknown here till 1836. This will account for the meager points obtained in the dawning period of our maritime history.

In early days all vessels belonged to the King and the principal chiefs; and such was their ambition and anxiety to possess foreign vessels that fabulous prices, in several instances, were paid by them for vessels suited to their purpose for inter-island traffic. Until the Bill of Rights, granted by Kamehameha III, in 1840, His Majesty's common subjects dare not presume to own anything so coveted by their superiors.

INITIAL EFFORTS.

The first vessel for inter-island service, according to tradition and history, was for the King and his uses, which in the first instance was decidedly warlike, since the *Beretane*, the first vessel built at

these islands, on Hawaii in 1793, through the aid of Vancouver's mechanics, was, shortly after launching, employed in the naval combat with Kahekili's war canoes off the Kohala coast. Encouraged by the success attending this vessel, doubtless others were built between this period and the opening of the present century, for we find in Cleveland's *Voyages* that Mr. Shaler exchanged the damaged and leaking *Lelia Byrd*, in 1804, for a small schooner of Kamehameha's,* the *Tamana* (probably the Kaahumanu), of thirty or forty tons, in which to convey so much as it would carry of his cargo of trade to the missions along the coast of California.† The *Lelia Byrd*—subsequently known as "Lily Bird"—was repaired for the King by a Mr. George McClay, who hove her down and repaired her in Honolulu harbor, putting in a new keel, replanking her, etc. She was then put in the sandal-wood trade to China, under command of John Harbottle,‡ making two or three voyages and finally ending her days by sinking at Whampoa. The *Tamana* (Kaahumanu) subsequently returned to the islands and was resold, but shortly afterwards was wrecked.

CAPTAINS SUMNER AND ADAMS.

The vigorous prosecution of the sandal-wood trade doubtless had the effect of encouraging the King and chiefs in foreign ventures with several of the vessels at their command, as is instanced in the records of the late Capt. Alexander Adams, and Capt. William Sumner. In the *ANNUAL* for 1880 an account is given of the voyage of the brig *Forrester* to China, under command of Alex. Adams, claiming to be the first time the Hawaiian flag was seen in foreign waters. We find that Wm. Sumner was mate of the vessel on that voyage, though previously he was in command of the schooner *Albatross*, sailing between the islands, and a small schooner of Kalaimoku's previous to that. Returning from China in the *Forrester* he was in charge of various government vessels in the coasting service till 1821, when, in July, he took charge of the brig *Thaddeus* for Kamschatka with a load of salt, returning in October. Up to 1824 he was again constantly employed in the coasting service of the government. March 2, 1824, by order of Kalaimoku, sanctioned

NOTE.—Archibald Campbell in his visit here in 1809, referring to the vessels of Kamehameha, says: "I counted more than thirty vessels; they are kept with the utmost care, having sheds built over them, their spars laid alongside, and their rigging and cables preserved in stores. They are chiefly sloops and schooners, under forty tons burden, and have all been built by his own carpenters, principally natives, under the direction of an Englishman of the name of Boyd."

† Narrative of Voyages, etc., by R. J. Cleveland, Cambridge, 1843, vol. I, pp. 246-7.

‡ Harbottle arrived at the islands as mate of the Jackall, in 1794.

by the King, he was given charge of the brig *Ainoa* for a sealing voyage, returning in October with 5,845 fur skins, a quantity of elephant oil and fish. On this and a similar voyage in the brig *Tamoralana* (Kamahalolani) in 1826, in which he obtained 3,160 seal skins, he reported that much better success would have resulted had they been properly provisioned. Sumner returned from this cruise January 24, 1827, and up to 1829 was again commanding government vessels voyaging between the islands. May 24, 1829, Governor Boki gave Sumner charge of the brig *Niu* for Tahiti, to endeavor to recover a cargo of goods sent there by a chief named Kamonohu, which cargo, at that time, was supposed to be lost. Arriving at Tahiti he found the cargo had been sold and the proceeds were being squandered. After much remonstrance and persuasion he was enabled to buy a cargo of cocoanut oil and wood for furniture with the money saved from Kamonohu's drunkenness and profligacy. This oil was brought to Oahu in bamboos, having neither casks, or cooper, reaching port September 23, 1829. He was again in the inter-island service up to December 25, 1831, then took charge of the brig *Waverly* for California, returning again in May of 1832.

THE FLEET OF 1820-24.

We retrace our narrative at this point to note several vessels referred to in Liholiho's time, 1820-24, the most prominent of which are the brig *Becket*, yacht *Cleopatra's Barge*, *Kamahalolani*, *Boston*, and the *Niu* and *Ainoa*, already referred to, and the gun boat *Prince Regent*.

The first mentioned was owned by Kaumualii of Kauai, and with the *Kamahalolani* and other vessels was willed at his death to Kalaimoku—with other property—on condition that he would see that all his (Kaumualii's) debts were paid. The *Becket* also figured in *Boki's* disastrous sandal-wood expedition in 1832, being the only one returned, with but twenty of the 179 souls she took away, to tell the tale of disappointment and loss, while her companion, the *Kamehameha*, with Boki and 300 souls was never afterwards heard from.

The *Cleopatra's Barge*, named "*Haaheo o Hawaii*" (Pride of Hawaii) was termed His Majesty's flagship. This vessel was built in Salem, Mass., for a pleasure yacht for the Mediterranean, and was brought out here and sold by Capt. Suter to Liholiho the latter part of 1820, for \$90,000. A writer of that period states that she cost about one-third that sum. Her exploits in Hawaiian waters were

short lived as she was stranded by a drunken Captain at Hanalei, Kauai, in July 1824. Bingham* narrates the attempt to save the vessel by drawing her on shore as furnishing one of the best specimens of physical force of the people ever witnessed, but to no purpose; for the vessel in response to the combined tug of the immense muscular power, simply rolled over and lodged against the reef, while the team of humanity, nothing daunted, marched inland with the mainmast which they had broken off at the deck and around which they had fastened their hand-made cable of hibiscus bark.

The brig *Neo* or *Niu* was brought out to the islands from Boston by Wm. French in 1819, and shortly afterwards was purchased by Liholiho's government for \$51,750, payable in sandal wood at \$10.00 per picul of 133½ pounds. She plied between the islands many years, making occasional foreign voyages, as already shown.

In 1822 there was presented to Liholiho from the British government the *Prince Regent*, a schooner of about 70 tons, and mounting six brass guns. She was run ashore by Kalaimoku at Koolau, Oahu, about the same time as the royal yacht was cast away at Kauai. She is reported to have been recovered, and afterward sank in Honolulu harbor with all her armament, etc., on board; her keel having been fished up not long since.

Among the early vessels of note, frequent mention is made of the bark *Don Quixote* in the movements of shipping, both in the inter-island and foreign service, principally the latter, though for a period in 1837 she was doing naval duty as the following extract will show.

THE KING'S FLEET.

† "The Royal Standard of the Hawaiian Islands was unfurled for the first time on board H. H. M. S. *Kai* (formerly the *Don Quixote*) April 12, 1837, on the occasion of her departure for Lahaina, with the remains of Princess Nahienaena (sister of Kamehameha III. and wife of Leleiohoku). The *Kai* was under command of the King with Wm. Harbottle as 1st Lieutenant, and was accompanied by the brig *Harieta* (Becket) and numerous other vessels."

The fleet of Hawaiian vessels at this period, besides the above, consisted of the schooners *Palua* † (York), *Iolani* (Thetis), *Puahulali* (Boston), *Pikolia* (Victoria), *Hooikaika* (Astor), *Kuala* (Minerva), *Keola* and *Wailele*, designated as "the king's fleet," and the *Kama-*

* Bingham's Sandwich Islands, Hartford, 1848, page 221-223.

† Sandwich Island Gazette, April 15, 1837,

‡ Island vessels seem to have carried both their native and foreign names at this time.

nele (Honduras) and *Kaniu* (Clarion) and *Santa Barbara*. The following foreign vessels were also doing inter-island service, with occasional trips foreign, viz., the Tahitian schooner *True Blue*, American schooners *Missionary Packet* and *Flibberty Gibbett*, and British brigantine *Clementine*. Both John and Henry Paty are credited at times, with the command of the *Kaniu* during this period—1836–37—Captain J. Paty (father of J. H. Paty, Esq., of the Bank of Bishop & Co. of this city) subsequently identifying himself with the San Francisco and Honolulu packet service, and whose history in connection therewith would of itself form a chapter of no small dimensions.

In June 1837, the *Flibberty Gibbett* seems to have changed her nationality and Captain, for we find her a British schooner under command of J. Dudoit, bound to Valparaiso, put back through stress of weather and illness of the Captain. She sailed again a few days later under command of H. Rhodes, with J. R. von Pfister and B. Melchior as passengers. On her return she resumed the coasting service, and under native command, some years later, came to grief on the Kona coast of Hawaii, by running her bowsprit into a cave while all hands were fast asleep.

THE HOOIKAIKA.

Of the King's fleet above referred to, the *Hooikaika*, of but 71 tons deserves more than passing notice, since her history is interwoven with that of the country itself. This vessel was framed in New York, where she was called the *Jacob Astor*, then taken down and shipped out to these islands. She was put together at this port and sold to the Hawaiian Government and was doing inter-island service when Lord George Paulet arrived here in February, 1843. In consequence of his pressing demands on the Government, the *Hooikaika* was dispatched to Lahaina for the King, arriving back February 17th. In the troubles which followed, the *Hooikaika* was selected, of the Government vessels seized, to convey Alex. Simpson, Esq., the British Consul as bearer of dispatches, sending her to Mazatlan, March 11th, with her name changed to the *Albert*. It is matter of history that, unknown to Lord George Paulet and his bearer of dispatches, at the time, the same vessel carried counter dispatches to the United States and British Governments relative to the same difficulties, and the bearer, General J. F. B. Marshall (at present here on a visit to these islands), so faithfully executed his important mission that Hawaii's version of her wrongs reached its

destination first. Lord Paulet also sent the Hawaiian schooner *Victoria* to Valparaiso, March 17th, with dispatches to Admiral Thomas. The *Albert* returned May 28, 1843, and on the settlement of difficulties through the intervention of Admiral Thomas in July of the same year, she resumed her service and name. In March, 1847, after having been some fifteen years among the islands under the Hawaiian flag, she was sold to J. J. Jarves, A. P. Everett and others for the California trade, and sailed from here under the name of *General Kearney*, registered at Monterey and made several trips between coast ports under American colors. She returned here June 3rd and was again put under the Hawaiian flag, registering as the *Louisa*, and sailing June 17th for the N. W. coast of America. Returning she re-entered the coasting trade and for years did faithful service till, worn out, she was, we believe, broken up in Honolulu harbor.

In 1840, the schooner *Paalua* underwent extensive repairs as the yacht of Kamehameha III. then sailed September 29th for Lahaina with the King and suite, accompanied by the *Kinau*. This yacht passed out of royal favor a few years later, and was subsequently capsized in a squall off Anahola, Kauai, in April 1845, whereby many lives were lost.

HAWAIIAN SHIPPING IN 1841.

In September, 1841, we find the following list of shipping owned at Honolulu,* viz.: By citizens of the United States,

Bark Don Quixote	260 tons,	valued at	\$10,000
Brig Lama.....	144 "	"	8,500
Brig Maryland.....	100 "	"	6,500
Brig Bolivar.....	212 "	"	5,000
Schooner Hawaii (late Swallow)	37 "	"	2,200
Schooner Pilot.....	20 "	"	1,200

and owned by British subjects,

Bark Honolulu.....	160 tons,	valued at	\$9,000
Brig Clementine.....	100 "	"	4,000

besides seven small schooners owned by natives. Probably these latter were owned by private parties; for, besides the *Paalua* and *Kinau*, above referred to, there was the *Kekauluohi* (late *Ann Howard*) which had been purchased at auction by Governor Kekuanaoa for a government vessel for \$3,700, the early part of the same year, though she was lost that fall.

Passing over a period of about five years we come to a change in

* See Polynesian, September —, 1841.

the policy of the government relative to owning vessels, for in the Report of the Minister of Finance, Dr. G. P. Judd, to the Legislature, 1847, he says:

"Among the government realizations you will find the proceeds of a brig and three schooners sold. You will find among the disbursements the purchase of a fine schooner of 120 tons, built in Baltimore, which has been fitted up as a yacht for the use of the King. The experiment of chartering or freighting vessels of private parties for the service of Government, is too recently commenced to allow of a correct judgment upon its success, but as yet it answers well."

YACHT KAMEHAMEHA III.

The yacht here referred to was the *Kamehameha III*, which arrived at this port March 8, 1846, under command of Fisher A. Newell, after a passage of 116 days from Boston. She was described as a fine specimen of a Baltimore clipper, built the year before and fitted up expressly for royal use. She was purchased by the King for \$10,000, and when not in royal service was employed, generally, as a regular weekly packet to Lahaina, under command of Capt. Antonio, J. Piikoi, agent, leaving Honolulu Mondays, and Lahaina Thursdays. *During the French troubles at this port in 1849, she was seized by Rear Admiral de Tromelin, and on the fourth of September she sailed away under the French flag for Tahiti. She is reported to have been seen once since in Hawaiian waters, but vastly altered.

The Polynesian of January 1, 1848, gives a list of 67 Hawaiian vessels, embracing one bark, two brigs, sixty-one schooners and three sloops, of about 2,160 tons, estimated value \$110,000. This was a gain for the year 1847 of thirty-eight schooners and one sloop. The Custom House Register for this period shows the advent of quite a "mosquito fleet," for of these additions in 1847, thirteen of them were built at Lahaina in the latter half of that year, ranging from five to fifteen and one-half tons.

EARLY OWNERS.

Among the registered owners in the list referred to, Wm. Paty is entered for the bark *Don Quixote*, brig *Keoni Ana*, and schooners *Swallow* and *Haalilio*. H. S. Swinton, D. P. Penhallow, Thomas King, P. H. Treadway, Wm. Jarrett, R. Boyd and Torbert &

* Sheldon's Reminiscences of Honolulu.

Macy also figure as owners and are familiar names to the coasting trade. Of the chiefs owning vessels at that time there were Kekuanaoa, Kanaina, Keliiahonui and Queen Kalama; the latter owning the *Hakaleleponi*, her namesake, of about twenty-five tons; and from its odd and long, yet easy name, has been well remembered as a regular coasting packet. The schooner *Hope*, of 38 tons (entered in the list to a Chinese named Ahsing), arrived at Honolulu October 8, 1844, and was built on an island in Lat. 26.01 N. and Long. 174.51 W. (then known as Drake's Island), from the wreck of the American whaleship *Holder Borden*, Capt. Pell, which left this port April 3rd, 1844, and went ashore April 12th. Thomas King and Frank Molteno were owners at the time of sale to Ahsing, January 20, 1847 for the sum of \$1,900, and is the earliest mention we find of these two names that have since become so identified with the service.

NOTED COASTERS.

The schooner "S. S." of 87 tons, is entered in the list referred to as Thomas King's, and was one of the noted and favorite vessels of her day. She was formerly named the *Mary*, built in Java, coming here, we believe, from China and for quite a period did foreign service between Honolulu, Tahiti and San Francisco under Molteno's command. Captain King in his command of her in the coasting trade became very popular with the traveling public. H. S. Swinton, John Neddles, Rye & Chadwick, George Charman and others figure as successive owners of the "S. S." during her coasting experience. She was finally lost at Waialua, Oahu, about 1857.

The *Haalilio*, of 75 tons, was another noted vessel of her time. She was formerly the British schooner *Chinchilla*, and was sold to the government by Wm. Wond, in May, 1845. Her time of arrival, or whence she came, has not been learned, but she did faithful service as a windward packet for many years, ending her days, we believe, in this port about 1860. In her palmy days the *Haalilio* was commanded by "Admiral John Hall," a native. This title was conferred or assumed from his having charge of the largest coaster. "For cause" he had been deposed from government service. An early resident writing of him says: "It must have been as good as a circus to see him in uniform epaulets, Kamehameha buttons and gold lace, boarding a foreign man-of-war on its arrival, and saying: "Me Admiral John Hall. See my ship?" pointing to the *Kamehameha III.*, "suppose you want clothes wash, my wife do it." It was

a treat to hear him tell of his trial by court-martial, the stripping off of his epaulets, etc., and how he expected to be hung.

There seems to have been a desire to perpetuate the memory of early high chiefs, or favorites, among names given the coasting vessels, for we find certain ones continually cropping up or re-appearing on a craft of different rig or dimensions. This has caused us no little care to guard against confusion or error, as for instance, reference has already been made to the brig *Keoni Ana*, William Paty owner. In the Custom House register a schooner of this name, of 106 tons, stands No. 1, with the same party as owner; doubtless the same vessel with change of rig. No. 206 is a schooner of 78½ tons, of the same name, formerly the American schooner *James Franklin*, built at Baltimore, and sold by M. and A. Kinkead to C. A. Taner. This vessel changes later to the Mexican flag and trade, with name changed to *La Union*, but returns here and takes the name of *Esqui-maux* in December 1853. Some years later she went foreign again, and in June, 1862 her register was returned from San Francisco. No. 245, the name *Keoni Ana* appears again for a 25 tons schooner of which Reuben Taber is registered owner in October 1854, formerly the American schooner *Young Ely*. This vessel changed to native hands and ran for a long period on the Kauai route, and was finally lost off Mahinauli, Kauai, by sinking in deep water.

THE BASILISK.

We must retrace our narrative again to note the arrival of H. B. M. ketch *Basilisk*, Captain Hunt, in the latter part of 1843, from Valparaiso. She made a trip to San Blas and back, then left for Pitcairn's Island. She returned to this port August 24, 1844, and was condemned and sold. Jas. Robinson & Co bought and rebuilt her, and in 1847 sold her to H. Sea, who registers her as the herm. brig *Wilhelmine*, of 156 tons. Captain Jas. Makee purchased her in January 1848, and in December of the following year sold her to Theo. Metcalf and Thos. King for \$6,500. Other vessels of Captain Thos. King's interest were the schooners *Rialto*, of 79 tons, built at Essex, Maine, which arrived here in 1849 and did good service on various inter-island routes, occasionally taking a coast trip, till in February, 1857, she was lost at Koloa, Kauai, while loading for San Francisco; also the *Privateer*, a small vessel of 63 tons, with painted ports, brought here from Hongkong in July, 1849, but built at Naitino, East Indies, in 1840. In 1850 we find the schooner *Juno* of 129½ tons registered in the names of Thos. King and Theo. Met-

calf, a vessel originally built at Dighton, Mass., in 1830 and rebuilt at Sippican in 1847. Captain King subsequently owned the schooners *Maria* and *Odd Fellow*, and held interests in others.

CAPTAIN HOBRON AND HIS VESSELS.

During the California "gold fever" period, 1849-50, there was a thriving trade carried on between San Francisco and both Honolulu and Lahaina for island produce, and the best of the coasters were put in this service. It is at this time that we first find reference to the schooner *Maria* and her Captain, the late T. H. Hobron, by her arrival at Lahaina, from San Francisco, June 7, 1850. She made several trips back and forth, still under American colors, occasionally making pop visits to Honolulu, till January 14, 1851, she registered as a Hawaiian vessel. She was Baltimore built, of 93½ tons, and with her Captain became a great favorite with the traveling public in her career as a regular Lahaina packet. Sometime after the arrival of Capt. Hobron's new schooner *Ka Moi* (Sovereign) the *Maria* sailed foreign again under the American flag, G. W. Macy being named as owner. In 1855 she is back again under the ownership of King and Louzada. Shortly afterwards Captain King becomes the sole owner. This vessel was subsequently lost at Ebon in February, 1863, at which time J. C. King, F. Molteno and S. Savidge were the registered owners. From her wreck a small schooner of 27 tons was built, which arrived and registered here under the same name, with Hoffschlaeger and Stapenhorst, owners, but she was short lived. A smaller schooner of the same name, of but 10 tons is of record in 1846, and another again in 1868, which we will deal with later.

Captain Hobron, from his experience with the *Maria*, had the schooner *Sovereign*, of 126 tons, built at New London, Conn., expressly for the island trade in 1853. She arrived out here April 10, 1854, under command of Captain Godbee, 120 days passage. She was immediately put into the Maui trade under her native name *Ka Moi*, and with her companion, the *Moi Keiki*, two years later (formerly the American pilot boat *Favorite* of San Francisco), of 38½ tons, served as regular packets between Honolulu and Lahaina and Kahului for many years.

While the *Ka Moi* and *Moi Keiki* were establishing themselves in the Maui trade, Captain Hobron bought the American schooner *Excel*, of 81½ tons, built at Stonington, Conn., and put her in the Kauai trade under the name of *Moi Wahine*, though we find her oc-

casionally in service to windward. Captain Hobron sold or exchanged the *Moi Wahine* with L. Haalelea, for the Grove Ranch property, on Maui, of some 2,500 acres. R. B. Armstrong and L. Severance were subsequent owners, and they in turn were succeeded by John Meek, S. C. Allen and O. Harris & J. Dawson. She was finally lost at sea in 1868, en route for Wake's Island. Shortly after the *Ka Moi's* arrival, in 1854, Captain Hobron took about 40 shipwrecked passengers to San Francisco, making the passage in 13 days. Returning here she was continued in the coasting trade on the route as already stated until her loss at Kaunakakai, Molokai, under charge of Captain West in 1873, and in the wrecking of her a few months later, the *Moi Keiki* shared the same fate. Of Captain Hobron's other marine ventures we will treat later.

THE WARWICKS AND THEIR FATE.

In July, 1850, we find the schooner *Warwick* of 18½ tons registered to N. F. Sayre & J. G. Harzard. This little vessel was imported in the ship *Eliza Warwick** the month previous. Captain Hobron bought her in 1851 and employed her in the Maui and Molokai trade. She was sold in 1856 to J. F. Colburn, then to J. H. Cole, E. Jones, Minister of Interior and J. I. Dowsett, successively till 1867, when on September 7th, she went ashore on S. W. point of Kauai. Another schooner took her name and Molokai route immediately, for in 1868 the following account of a trip of the *Warwick* is given: "Left Honolulu for Molokai with Rev. A. O. Forbes as the only foreign passenger on board; neared the bluff of Kapaliokaholo the same day; here the wind died away and during the night the vessel drifted out of sight of land. Drifted thus for three days, food and water getting low, when we fell in with the bark *Manna Loa*, with lumber for this port, who aided us and directed us on our course." An almost similar experience befell the same vessel the following year, leaving this port February 6th, and returning "from sea" on the 11th. A namesake was built by Messrs. D. & T. R. Foster shortly after this for Captain Jacob Brown of the *Pele*, who continued her as the regular Molokai packet till, leaving Honolulu in January, 1882 for her regular port of Kalaupapa, she was never afterward heard from.

THE NAHIENAENA'S

In February of 1851 was registered the schooner *Nahienaena*, of

*The same vessel also brought the sloop Sarah of Kaluaaha, of 7½ tons, S. G. Dwight, owner.

42½ tons, to Wm. Ellis. This vessel was built at Pittwater, Van Dieman's Land in 1840, and arrived here under the name of *Victoria*. Her coasting experience was brief, for she was lost at Kauai the same year. Shortly afterward, October, 1851, the American schooner *Dart*, of 148 tons, is registered as the *Harriet Nahienaena*, to Kamehameha III. Under command of Captain A. P. Brickwood she was fitted as a royal yacht, of topsail schooner rig, and mounted several guns. She is referred to as a fine model and presenting a commendable appearance. She was sent to Sydney via Tahiti for sale, October 2, 1852, in charge of M. M. Webster, who returned her charter May 17, 1853. Webster on his return opened and for several years conducted the Commercial Livery Stables. In 1864, the name of Nahienaena again appears, when Kamehameha V. bought the Oldenburg brigantine *Hans*, of 197 tons, and registered her under the Hawaiian flag. She was termed the King's yacht, and is not remembered for handsomeness of model, or elegance of fittings; still, she served as a royal plaything under the command of "Admiral" Abe Russell for a short time. F. S. Pratt, and the late T. R. Foster were successive owners, her name being changed to the *Blossom*. She was subsequently broken up in this port.

THE KINOOLE AND HER OWNERS.

November 22, 1850, there arrived from San Francisco the Auckland, N. Z. built topsail schooner *Post Boy*, of 44 tons. Before the close of the month she was sold to a native known as Philip Nation who registered and ran her for a time under her foreign name. In the following year B. Pitman becomes the owner and changes the name to *Kinoole*. She plied as a windward packet on various routes, with occasional trips to Kauai, and for her years in service could boast of more owners than generally falls to the average craft; for besides the two above mentioned, there was R. Robinson & J. A. Simmons in 1852, Jas. Dawson and Paniani in 1853, D. Fredison and T. E. Cook & P. H. Treadway in 1856, A. K. Clark & O. H. Gulick in 1858, and later to E. W. Clark & S. L. Austin. She was finally wrecked on Niihau, August 24, 1860.

THE PAUHI'S AND ILL-FATED KAMAMALU.

May 6, 1850, the British schooner *Wanderer*, of 42 tons, arrived here from Tahiti, and was purchased by M. Kekuanaoa who registered her under the name of *Pauahi*. This also was a New Zealand built vessel. March 31, 1851, her name is changed to the *W. P.*

Leleiiohoku, but on the 4th of October of the same year she was lost in the channel between Oahu and Kauai. January, 1851, Kekuanaoa registers another *Pauahi*, formerly the British schooner *Chas. Wilson* of 63 tons, built at Whampoa, China. In the summer of 1854 she was hauled up by Messrs. Emmes & Johnson, shipwrights, and repaired and enlarged to 74 tons. On launching she was named by John Ii the *Kamamalu*, and under his agency served as a regular windward packet till her loss in 1857. She left this port under native command for Hilo, March 13, touching at Lahaina, having a full cargo and some 70 souls on board. She arrived at Lahaina all right and discharged some, and took in other freight and passengers and proceeded on her course, but after passing out into the Hawaii channel she was never more seen, nor any fragment of her wreck. She is supposed to have capsized in a squall and sunk probably with all hands below.

THE LIHOLIHO.

Early in the "fifties" the schooner *Liholiho* was the crack Hilo packet, touching regularly at Lahaina en route, as in fact did all the windward packets in those days. This vessel was formerly the American schooner *B. F. Allen*, then changed to the British schooner *Matchless*. S. H. Halsey originally entered her for the coasting trade, but sold her in February 1856 to T. H. Hobron; he to C. C. Harris & Warren Goodale in April of the same year. In 1858 C. C. Harris becomes sole owner. November 1859, Ahyoung obtains an interest, and January 5, 1861, they close out to A. M. Goddard. The *Liholiho* was the largest coaster of the fleet, being of 149 tons, and proved a profitable carrier in the palmy days when "pulu" was king, in the hands of L. Swain, Abel Harris and J. C. King.

March 7, 1857, she was chartered by C. H. Judd, agent of the American Guano Co., and under command of Capt. John Paty made a trip to Jarvis and Baker's Islands, bringing back the first sample lot of guano from those islands which, a few years later was the scene of attraction to so many famous clippers. The *Liholiho* resumed her inter-island service and continued thereat for some years. In the "sixties" she left again on some foreign search for guano under command of Capt. J. M. Bush, and was never more heard from.

THE MANUOKAWAI.

On November 19, 1850, the schooner *Manuokawai*, of 51½ tons, was registered in the name of William Beckley. The history of her

earlier days is not at hand, but her Hawaiian experience has been a varied one; for her coasting routes, if summed up, would doubtless take in all the ports of the group. She is remembered also as having sailed on two or more voyages of discovery, once under command of her owner, Capt. Wm. Beckley, and later under Capt. John Paty's command. In February 1865, S. M. Carter was her owner. At the close of 1868 he sold his interest to the late T. R. Foster, who, a few years later, disposed of her to the Inter-Island S. N. Co. Of late she had been used as a regular Koolau packet, and ended her days at Punaluu, Oahu, December 30, 1888.

There are a number of other vessels, doubtless, as fully entitled to mention as some of the above within the period here dealt with, but at present writing the references are too fragmentary for use. The next ANNUAL will continue the subject from the advent of the *Nettie Merrill* and *Emma Rooke*, whose arrivals marked an era in the coasting trade of these islands. Naturally we will have to deal again with some of the parties here mentioned, from their identification with our inter-island commerce, and may be led thereby to rescue from oblivion other vessels or personages entitled to a place here.

HAWAIIAN VARIETIES OF BANANAS.

[From information kindly furnished by Mr. William Auld and Hon. A. Jæger.]

The varieties of Bananas recognized as indigenous to the Hawaiian Islands are about twenty in number, with one or two having two varieties. The best known comprises the *Maoli*, *Kaualau*, *Mahaiula*, *Puhi*, *Koae*, *Oa*, *Moa*, *Popoulu*, *Lahi*, *Lele*, *Iholena*, *Hilahila*, *Nou*, *Kapua*, *Liko*, *Poni*, *Maia Hua-alua* and *Maia Hapai*; while the imported or introduced kinds embrace the Chinese, Brazilian, Scented, Manila and Rose varieties.

Foreign residents generally speak of bananas as of but two kinds, which they distinguish as the "cooking banana," or those whose qualities and flavor are best when cooked; and the "eating banana," or those whose flavor is lost or perceptibly diminished by the process of cooking. Of this latter kind the Chinese banana is the commonest and best known, and is the only kind extensively cultivated either for export or the home market. This is due mainly to the fact of its producing larger bunches of compact fruit, per tree, than does the others, and

in its manner of ripening it has been proved to be less susceptible to injury in handling for export.

In a former issue,* Walter Hill, Esq., from his experience said that "the China banana required better soil and more attention than other varieties, but with suitable soil and proper cultivation it was capable of improvement, both in delicacy of flavor and largeness of yield. An acre of deep, rich, alluvial soil, if thoroughly worked to a depth of two or three feet, and kept constantly moist, would produce 1,200 bunches of an average weight of sixty pounds each."

Of the indigenous bananas the *Iholena* (sometimes called *Puapua-nui*) and the *Lele* may be considered the choicest varieties either for eating or cooking. They are very much alike in kind and flavor and are three-cornered in their round, but the *Lele* is more pointed at the end, and its tree is the taller of the two. The *Hilahila* resembles the *Iholena* both in fruit and plant. The *Maia Hua-alua*, or double bunch banana, also resembles this last named variety in taste and appearance, but differs in its producing two bunches of fruit at a time with more regularity than to warrant its being termed a freak of nature.

The *Popoulu* and the *Nou* varieties are alike, the fruit being short and round at the end. The *Lahi* is similar in appearance to the *Popoulu*, but its fruit has a very thin soft skin. The *Moa* is perhaps one of the oddest varieties known here, its fruiting never resulting in more than four bananas; the general rule being but two. *Liko* is the same as the Tahitian Feii, or plantain, its peculiarity in bearing being that its fruit stalk usually bears upward, while other varieties of bananas in bearing the fruit hangs over and downward to one side. The fruit is of a decided red color when ripe. The plantain is seldom eaten raw; a hot oven being essential for its highest improvement.

The *Koae* and *Oa* are striped varieties and are said to have first been brought to Honolulu from Kona, Hawaii. The former, both in fruit and leaf, is distinctly striped a dark and very pale green, almost white, while the *Oa* is striped red and green. The fruit is of a good average size, about five inches in length, and round in form.

The *Maoli*, *Kaualau*, *Mahai-ula*, *Puhi* and *Poni* are alike in kind but differ in length and are the largest growers of the native kinds, both in fruit and tree. By many they are deemed the choicest of the cooking varieties at certain stages of ripeness. The kinds here

* "Something about Bananas"—See Annual of 1888.

named are the heaviest Hawaiian varieties, but as a rule they do not produce as large bunches nor so many bananas to each layer as the China variety. Of the *Poni* there are said to be two varieties, the trunks of which are black and furnish a fiber largely used by Hawaiians in making braid for hats.

The *Maia Hapai* is a variety of banana recently reported at Kona, Hawaii, the fruit of which grows and matures within the trunk of the tree; and the only way to distinguish when it is ripe and fit for use is from the insects and flies then observed to gather around it.

In the recent effort of the Hawaiian Fruit and Taro Co. to preserve bananas for export, the *Iholena* and *Maoli*—having more of the mealy qualities—were found to be the best for this purpose, while the China banana seemed to have no drying qualities at all, but usually melted away to a pulp. The Brazilian would, no doubt, prove an excellent preserving variety, as it has qualities very similar to the *Maoli* just referred to.

The Manila banana has little, if any, value as a fruit; its claim to the right of cultivation being the fiber of its trunk which furnishes the material for the manila rope of commerce. The fruit is impregnated with little hard black seeds, and gives a person biting into it for the first time the impression of having taken a mouthful of gravel.

The Scented banana was described in Mr. Hill's article already referred to. The Rose variety is a new name, and may possibly be a confusion with the other.

THE CHINESE QUESTION IN HAWAII.

AS SHOWN IN THE CABINET'S REPLY TO THE PETITION OF A COMMITTEE OF CITIZENS OF HONOLULU, OCTOBER 14, 1889.

During the months of August and September a number of public meetings were held in Honolulu for the consideration of the Chinese question, which resulted in a petition to the Cabinet on the subject, requesting that an extra session of the Legislature be called for the passage of a constitutional amendment whereby we might be enabled to cope with a danger that already has obtained such serious proportions as to threaten the autonomy of the country.

After mature deliberation the Ministry, in an exhaustive reply, showed by the action of the Legislature on this question at its last

session that so little difference could be looked for in an extra session that the Cabinet did not feel justified in calling the same body together to again consider it. Nevertheless, they realized the importance of the situation and were in hearty sympathy with the petitioners in seeking relief from the threatening danger. The Cabinet reviewed the question as set forth in history in its workings in California, Canada, the Australian Colonies, the Straits Settlements, Java, Manila, Samoa and Tahiti, and in conclusion, after much search and enquiry, the following deductions were presented of its workings in our own country, Hawaii nei, as follows:

Having thus referred to the status of the question in other countries, attention is directed to a few facts in Hawaii.

The first separate reference to Chinese in the census table is in 1866. From 1866 to 1884, the date of the last census, the returns show the following facts:

TOTAL POPULATION.	CHINESE.	PER CENT. CHINESE.
1866—62,059	1,206	1.94
1872—56,896	1,938	3.41
1878—57,985	5,916	10.20
1884—80,578	17,939	22.27
1889—91,050 *	19,217	20.88

*(Estimated.)

The estimate for 1889 is compiled from Custom House Statistics, and such records of births and deaths as are available. The Customs statistics also show that during the period since 1885 the arrivals and departures of Chinese have been as follows:

Number of Chinese as per census of 1884.....	17,937
Excess of Chinese arrivals over departures, 1885.....	1,556
Excess of Chinese arrivals over departures, 1886.....	195
Excess of Chinese arrivals over departures, 1887.....	52
	19,740
Excess of departures over arrivals, 1888.....	3
Excess of departures over arrivals (nine months 1889).....	520
	523

Estimated Chinese population September 30, 1889.....19,217

The foregoing figures show that in the twenty-three years from 1866 to 1889 the Chinese have increased within a fraction of sixteen times the number that were here in the former year, and that they now constitute over one-fifth of our entire population. If we deduct the present number of Japanese from the present total population it will make the Chinese 23.25 per cent., or nearly one-fourth of all the remainder. A large portion of the Japanese can be counted upon as a temporary population only, a large percentage of those whose labor contracts have expired having already returned home.

Reference is made secondly to the principal licensed employments, the following being a compilation from the license records in the Interior Office from September 1866 to September 1889.

TABLE OF PRINCIPAL LICENSED EMPLOYMENTS, HAWAIIAN ISLANDS, SHOWING PERCENTAGE OF CHINESE THEREIN.

	DRIVERS.			DRAYS.			BEEF BUTCHER.			WHOLE-SALE MDSE			HACKS.			HORSE HIRING.		
	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.
1866.....	0	0	0.	0	0	0.	9	1	11.1	33	4	12.1	0	0	0.	55	0	0.
1869.....	0	0	0.	0	0	0.	15	2	13.3	32	2	6.2	0	0	0.	65	2	0.
1873.....	0	0	0.	0	0	0.	17	2	11.8	23	2	8.6	0	0	0.	52	3	3.8
1877.....	0	0	0.	0	0	0.	35	2	5.7	24	3	12.5	0	0	0.	105	3	2.8
1881.....	0	0	0.	41	2	4.9	41	7	17.	37	5	13.5	193	47	24.2	303	50	24.6
1885.....	392	40	10.2	33	7	13.2	72	12	16.6	49	13	26.5	144	29	20.1	135	31	22.9
1889.....	513	56	10.9	55	10	18.2	97	20	20.6	51	12	23.5	129	36	27.9	34	13	38.2

	WHOLESALE SPIRIT.			RETAIL MDSE.			VICTUAL-ING.			PORK BUTCHER.			CAKE PEDDLING.		
	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.	Total No.	Chinese.	Per cent. Chinese.
1866.....	5	0	0.	196	54	27.5	33	19	57.5	0	0	0.	0	0	0.
1869.....	5	0	0.	251	87	34.6	20	11	55.	0	0	0.	0	0	0.
1873.....	5	0	0.	243	98	40.3	32	24	75.	0	0	0.	0	0	0.
1877.....	4	0	0.	268	143	53.3	42	32	76.2	0	0	0.	15	15	100.
1881.....	4	0	0.	468	281	60.	125	100	80.	31	27	87.1	26	26	100.
1885.....	11	5	45.4	643	378	58.8	166	116	69.8	44	35	81.8	24	24	100.
1889.....	7	4	57.	626	393	62.7	138	117	84.7	49	45	91.8	29	29	100.

The license employment statistics show that in the twenty-three years from 1866 to 1889, the Chinese have increased at such a rate from almost nothing that they now hold 10.9 per cent. of the drivers' licenses; 18.2 per cent. of the dray licenses; 20.6 per cent. of the butcher licenses; 23.5 per cent. of the wholesale merchandise licenses; 27.9 per cent. of the hack licenses; 38.2 per cent. of the horse hiring licenses; 57 per cent. of the wholesale spirit licenses; 62 per cent. of the retail merchandise licenses; 84.7 per cent. of the victualing licenses; 91.8 per cent. of the pork butcher licenses; 100 per cent. or all of the cake peddling.

An endeavor has been made to ascertain the number and nationality of those engaged in mechanical employments in the country. As the census returns do not give this information, recourse has been

had to the Registry of Voters for 1887; and to circulars addressed to the principal employers of labor in Honolulu.

The results obtained are not sufficiently exact to be taken as perfectly reliable, but they are sufficiently certain to warrant the statement that there are now in Honolulu about 700 Hawaiian and foreign mechanics and skilled laborers, other than Chinese, and about 600 Chinese engaged in the same employments.

In the light of history, with the experience of what has happened and is now happening in other countries, the Ministers feel justified in saying that unless adequate measures are adopted, Oriental civilization will extinguish, and be substituted for, the Anglo-Saxon civilization of this country.

The second proposition above stated is, that "the perpetuation of Anglo-Saxon civilization is essential to the continuance of a free government and of the political independence of this Kingdom." To a great extent, the commercial prosperity of the country also depends upon the same condition. Our present prosperous condition is due very largely to our existing treaty relations with the United States. We are now trying to extend and strengthen those relations. With the strong feeling which has been manifested on the Chinese question in the United States, and especially on the Pacific Coast, it is doubtful whether or not that country will willingly enlarge or even continue these treaty relations if it is understood that Hawaii is going to lapse into a Chinese colony without making a struggle to prevent it. We have no such geographical vantage ground as that held by Singapore, and the loss of the special treaty advantages with the United States would cause a commercial collapse in this Kingdom from which recovery would be slow.

The corollary of the above proposition is that Anglo-Saxon civilization can be perpetuated in this Kingdom "only by retaining a population who have been educated therein and who comprehend the workings and the benefits of popular representative government." It is a self-evident proposition that there can be no representative popular government where the population is composed of a few rich men and a large number of alien, ignorant, non-voters.

An oligarchy is the inevitable government of such a population, with a strong probability that the islands would pass under the control of some foreign nation. An intelligent middle class is essential to every country which proposes to have free government. In spite of the competition which the figures stated above show the middle class in this country is subject to, there is still a large class in this country both Hawaiian and foreign by birth. Several arguments are made by those opposed to restriction and regulation of the Chinese. One of these is that "competition is the life of trade;" that "the people get the benefit of competition," etc. The answer to this is that there can be no "competition" between a Chinese and a white mechanic. It is simply a process of "substitution" of the former for the latter. A Chinese mechanic can, and does, live in his Oriental

style on wages upon which a person with the requirements of Anglo-Saxon civilization cannot live, much less support and educate a family in a Christian manner. The result in this country, more especially in the towns and in Honolulu, has been that by a gradual process of substitution Chinese have taken the places and are doing the work which, but for their presence, would be filled and performed by whites and natives. It is true that the number of white and native mechanics has decreased but little, but the increase of Chinese has taken up all and more than the increase of business. And but for the 600 Chinese mechanics in Honolulu there would be at least 400 to 500 white and native mechanics. Unless protective measures are taken, this process will continue in increasing ratio. We are on the highway which the footsteps of Singapore have trodden, and a like policy will produce like results, so far as Chinese ascendancy is concerned.

It is unquestionably true that, provided our treaty relations remain unchanged, commercial prosperity will continue and even increase at the Islands without restrictive measures being taken. It has done so at Singapore. But it will be at the price which Singapore has paid—the substitution of Chinese for other population. Another argument against further measures being taken is that “present legislation is sufficient to meet the emergency.”

It is claimed that, from the fact of a decrease in the Chinese population during the last nine months, the point of danger is past, and that with the present restriction law in force the evil will cure itself. The present restriction law is better than nothing, and if it could be continued in effect until all or a large proportion of the Chinese now here had died or moved away, it would accomplish the object claimed for it; but meanwhile all or a large proportion of the other population of the Islands would also have died or moved away, and although a policy that will insure the relief of our posterity is laudable and proper it is not the whole of the relief now sought or necessary.

The present restriction act is insufficient for two reasons: First, because there are already enough Chinese here to fill all or a large proportion of the occupations necessary for the support of the class of citizens whom it is desired to retain in the country. Second, because there is a necessity for laborers on both sugar and rice plantations which must be met if the prosperity of the country is to continue. For the immediate present the sugar plantations are able to obtain laborers of other nationalities, but should those other sources fail there would immediately be brought to bear a tremendous pressure to allow the introduction of more Chinese. Such a pressure is even now forshadowed, and there are those among our citizens who look upon it as a grievance that they are not allowed to have more Chinese laborers even though there is a sufficient supply of labor of other nationalities. It is obvious that a gradual diminution of the Chinese population under the restriction act will be of no avail if we are at any time to have the work of a year's restriction undone by

the introduction of a single shipload of Chinese with no legislation to prevent the new arrivals from engaging in any and every employment.

For the reasons above stated the Cabinet, believing that the preservation of Anglo-Saxon civilization in this country requires such action, advocate such legislation, whether by way of Constitutional Amendment or otherwise, as will accomplish the following objects, viz: First, That no Chinese other than teachers and officials shall be allowed to come to this country except in the capacity of laborers. Second, That no Chinese be admitted as laborers unless the agricultural necessities of the country require it, nor until the legislation hereunder indicated be secured. Third, That Chinese not now engaged in trade or the mechanical occupations be prohibited from hereafter engaging therein. We believe that the legislation hereby indicated is necessary and justifiable on the ground of self defense and self preservation, and is fully sustained in principle by the precedents cited above.

History tells of many invasions of one country by inhabitants of another, in which the invaded people were conquered and blotted out as a nation. In those times the invaders came with fire and sword, and meeting with a like resistance, they did not reap the benefits of the conquered land without the risk and danger of battle and loss of lives. The invaded people fought in their own defense, and no doctrinaire, even in this age, maintains that they were not morally as well as legally justified in resisting the enemy by every means in their power.

The Chinese have, for the last twenty years, been carrying on an invasion of this country which is no less effectual because it has been peaceful, than the old invasions by force. They are now gaining all the advantages of a successful war without any of its dangers. Silently, but surely, year after year and step by step, they are invading and taking possession of almost every means of livelihood in the country, and supplanting native Hawaiians and others of the Western civilization.

With these facts before us, there is but one safe and honorable course. To sit still and do nothing is both cowardly and suicidal. We must then meet this peaceful invasion by means as peaceful, but sufficient to reach and cure the evil. The opponents of restrictive and protective legislation concerning Chinese are divided into two classes: First, those who look at the question from a purely material point of view and need cheap labor. Second, those who consider the question from a moral standpoint, and contend that "a man is a man;" that a Chinaman has as much right in the country as anyone else, and that it is unjust to discriminate against a man on account of his nationality.

To those who urge the material view we would say that the Cabinet fully recognizes that sugar and rice are the staples of the country, and that under ordinary circumstances cheap labor is necessary to

raise these products in competition with other countries producing the same articles with the cheapest labor in the world. It is not the object of the Cabinet, and we know of no one who proposes to interfere with the necessary labor supply to carry on the plantations. On the contrary, it is the desire that the Chinese should remain on the plantations, and not engage in those other employments which must be the means of support of those of Anglo-Saxon civilization if any such are to remain here. Moreover, the statistics of Chinese labor on the plantations show that the unregulated influx of Chinese has been of little, if any, benefit to the plantations.

The following facts are compiled from the Reports of the Board of Immigration, the census table and Custom House statistics:

The number of laborers and of Chinese on the plantations is obtained by actual census.

CHINESE POPULATION.	CHINESE ON PLANTATIONS.	TOTAL LABORERS ON PLANTATIONS.
1878— 5,916	.....	.....
1880—*11,065	.....	.....
1882—*14,545	5,037	10,243
1884— 17,937	.....	.....
1886—*19,688	5,605	14,518
1888—*19,737	5,727	15,578
1889—*19,217	.....	16,375

* (Estimated.)

The number of laborers on the plantations increased from 15,578 in January, 1888, to 16,375 in January, 1889, a total increase of 797. But during this period Japanese and Portuguese came into the country and went to work on the plantations to the number of 4,877; so that during that period there were 4,080 of the men at work in January, 1888, who had left the plantations before January, 1889. This decrease has been largely of Chinese and Portuguese. In what proportions the figures are not at hand to show, but no less than 1,000 Chinese have left and probably more. This would give a rough estimate of 4,700 Chinese now on the plantations.

The effect of these figures is to show that the coming of Chinese to the country without restriction as to the employments in which they can engage is of little or no benefit to the planters, for in 1882 with 14,500 Chinese in the country they had 5,000 Chinese on the plantations, while in 1889 with 19,000 Chinese in the country there are less than 5,000 on the plantations. So long as other employments are open to them the Chinese will not work on the plantations, or will simply make such work a stepping stone to some other employment.

From the mere material point of view, therefore, if the labor necessities of the plantations should require additional labor which could be supplied from no other source than China, it would be of no avail to bring them here unless they were debarred from other employments. Shipping Chinese has almost entirely ceased, and cannot

be resorted to without other precautions. The difficulties of identification and the facility with which they can desert service have demonstrated this to the financial damage of numerous planters.

In answer to those who urge the moral argument we would submit that no such principle as that put forward by them has been or is recognized by any nation in existence. For instance, Hawaii discriminates in favor of America against England and Germany and all other nationalities by allowing American goods to enter the ports of this country without paying duties, while those of other nations are compelled to pay heavy duties. This is not because of love for the American or dislike of the Englishman, but because it is for our advantage to do so; and the right of any nation to secure advantages to itself by reciprocal treaties, even to the manifest disadvantage of other nations, is so well recognized and established that we see England acquiescing in this discrimination against her workmen and manufacturers. A few examples will show that this principle is recognized and acted upon by other nations to a far greater degree than in Hawaii. By law of the American Congress no foreigner can own land in the District of Columbia, and several of the States have similar laws. They do this because they consider it for their advantage so to do; and nobody claims that it is unfair or unjust, or that because "a man is a man," he should have this privilege. Within the last few years we have seen both Germany and Russia expelling from their territory all the citizens of certain nationalities whom they considered inimical to the interests of the country in which they were residing. Again, Hawaii discriminates in favor of her own citizens against the world in several lines of business. No one but a Hawaiian citizen is allowed to own a Hawaiian vessel, and none but Hawaiian vessels are allowed to engage in the inter-island trade. But the Constitution of 1887 exhibits the most striking illustration of this principle. By that instrument Chinese are prohibited under any and all circumstances and conditions from voting for members of the Legislature, so that by reason of their nationality Chinese are discriminated against in this, one of the highest privileges that a man can possess. We have yet to hear of the man possessed of intelligence and a knowledge of the situation, who has bestowed thought on the subject, who questions the rightfulness or the necessity of this clause in the Constitution. A man may be a man, but that alone does not give him all the rights in Hawaii, or any other country, that other men may have, unless by treaty with the nation to which he belongs such rights are secured to the subjects of such nation, or by sufferance, we allow him to have such privileges without reciprocal privileges from his nation.

When we come to examine the question of what reciprocal privileges Hawaiian subjects are allowed in China, we find that there is not one right or privilege known to civilized men that is accorded by China to Hawaiian subjects. There is no necessity of going into the subject of the various employments which are debarred to

Hawaiians in China, because the fundamental elementary right of existence in this country is denied.

The only foreign powers whose citizens are allowed any privileges in China are those having treaty agreement with her, and even the privileges of such persons are confined to residence and trade in a few seaport towns.

The fact that we have heretofore suffered Chinese citizens in this country to enjoy privileges for which our citizens received no reciprocal privileges in China gives the Chinese no title to now claim those privileges by prescriptive title as a matter of right.

It may or may not have been for our advantages to allow these privileges to Chinese heretofore. There can be no question of our right to restrict certain privileges and employments to our own citizens and to citizens of nations according us like privileges, if our interests require it, any more than that there is no question that a man who may allow a neighbor the free use of a piece of land for a period of years has the right to resume the possession and use of it at any time.

Another point requiring grave consideration in connection with this subject, and entirely unconnected with the labor question, is the danger to the community by reason of the Chinese secret society organizations; their wanton disregard for human life; their concealment and assistance of criminals, and their reckless perjury in courts of justice.

Taken singly or in small numbers, many of the Chinese make good citizens. But the dangers above mentioned have shown themselves in every community where the Chinese have become numerous. Without going abroad, take this Kingdom for example. One of the strong arguments heretofore used and still used in favor of the Chinese is his "peaceful, inoffensive" ways. While the Chinese population was small and scattered, this was true. But within the last few years their numbers and wealth have so increased that they feel their strength, and what are the results?

Within the past two years there have been three murders by Chinese secret society members on the island of Hawaii, in which large numbers of the members were concerned. In addition to the known murders, several persons suspected of having given information to the police have suddenly disappeared, leaving no trace behind. With few exceptions, even when unimpeachable evidence was obtained, those concerned in the murders have been concealed by the societies and smuggled out of the country. Again, at the last session of the Legislature it was proved that the Chinese, including some of the wealthy merchants, raised a large sum of money for the express purpose of bribing members of the Legislature to vote against a certain measure. Five members either admitted having received the money or it was proved against them, and there was strong evidence against other members.

And further, the late insurrection would not have occurred but for

the assistance of the Chinese. The evidence is overwhelming that no progress was made in the plans of the conspirators until the necessary "means" were provided by the Chinese. The Chinese supplied the rifles, muskets and ammunition which were used, or the money with which to buy them, besides money for other purposes. They supplied the uniforms worn by the insurrectionists on the thirtieth of July, and the provisions for their use on that day. It is also shown that although only one took up arms, others, and among them men of wealth and standing, participated in the meetings and encouraged the conspirators. These facts have dangerous similarity to experiences with the Chinese in Sarawak and other countries where the Chinese have gone in large numbers.

It is unnecessary to advert to the many points urged in favor of the Chinese—their industry, their economy, their patience and perseverance. These virtues are well known and admitted in every country to which they have gone; but these do not change or refute one of the arguments used above in favor of restriction or regulation.

CONCERNING HAWAIIAN FISHES.

[Prepared expressly for the HAWAIIAN ANNUAL.]

THE fishes mentioned in this article are only a small part of those found at and around the Hawaiian Islands. It includes also a few from the neighboring regions.

Albert Gunther, M.D., F.R.S., Keeper of the Zoological Department of the British Museum, says: "The ichthyological boundaries of what is called 'Tropical Indo-Pacific Ocean' is that part of the tropical zone which may be approximately given at 30° N. and S. latitude; it includes the Sandwich Islands and all the islands of the South Sea, but not the American Coast."

In said region we find examples of two of the four sub-classes into which fishes are divided:

SUB-CLASS I.—Palæichthyes.

ORDER I.

Chondropterygii.

A.—Selachoidei (Sharks).

Family 1.—Carchariide.

CARCHARIAS, Vulgare. Habitat, Sandwich Islands. Length, 20 feet.
Native name, *Mano*, vel. *Manoo*.

ZYGÆNA, Malleus. Habitat, Sandwich Islands. Hammer-head Shark. Native name, *Mano Pahaha*. There are many species of shark, besides some other kinds of fish, which Hawaiians call by the general name of *Mano*, as the *Niuhi* and the *Ahi*. They were all *kapu* to women to eat under penalty of death.

B.—Batoidei (Rays).

Family 4.—*Raiidæ*.

RAIA. Habitat, Hawaiian Archipelago. Native name, *Hihimanu*; vel., *Lupe*. It was forbidden to women to eat it under penalty of death.

SUB-CLASS II.—*Teleostei*.

ORDER I.

Acanthopterygii.

DIVISION I.—Acanthopterygii Perciformes.

Family 1.—*Percidæ*.

LABRAX. Habitat, Loo Choo Sea.

SERRANUS. Habitat, Asia Island.

Family 2.—*Squamipinnes* (Coral Fishes).

CHÆTODON, Miliaris. Habitat, Hilo Bay. Common. Native name, *Aalaihau*.

Ornatissimus. Habitat, Hilo Bay. Rare. Native name, *Kapuhili*.

Frembei. Habitat, Hilo Bay. Native name, *Kapuhili*.

Lunula. Habitat, Hilo Bay. Rare. Native name, *Kapuhili*.

..... Habitat, Hilo Bay. Very rare. Native name, *Kikakapu*.

We have another *Kapuhili* which natives say has a "naau awaawa."

HOLACANTHUS. A small fish. Native name, *Aloiloi*. Habitat, Hilo Bay. Found on beach after a severe gale; very rare. The Chætodons and Holacanthus abound chiefly in the neighborhood of coral reefs.

Family 3—*Mullidæ*.

UPENEUS. Habitat, Hilo Bay; native name, *Kumuu*; color, red. Women were forbidden to eat them by the ancient *kapus*.

Habitat, Hilo Bay. Native name, *Weke*.

Family 4.—Sparidæ (Sea Breems).

PIMELEPTERUS. Habitat, Hilo Coast. Native name, *Nenuwe*.

Family 5.—Cirrhitidæ.

CIRRHITES. Habitat, Hilo Bay. Rare. Native name, *Oopuka-haihai*.

Habitat, Hilo Bay. Very rare. Native name, *Pilikoa*.

Family 6.—Scorpenidæ (Sea Scorpions).

SCORPÆNA. Habitat, Kauai; native name, *Nohu*.

Habitat, Kauai; native name, *Nohu*.

One species, white spotted; the other, red spotted.

APISTUS, *Tœnianotus*. Habitat, East Indies.

DIVISION II.—Acanthopterygii Beryciformes.

Family, Berycidæ.

MYRIPRISTIS. Habitat, Hilo Bay. Very rare. Native name, *Aweoweo*.

A reddish fish. When smaller or younger, called *Alalauwa*.

HOLOCENTRUM. Habitat, Hilo Bay. Native name, *Aalaihi*.

DIVISION VII.—Acanthopterygii Trichiuriformes.

GEMPYLUS. Habitat, coast of Puna in deep water. Native name, *Ha-uliui Pui*.

DIVISION VIII.—Acanthopterygii Cotto-Scombriformes.

Family 1.—Acronuridæ.

ACANTHURUS. Habitat, Hilo Bay; very rare; native name, *Umaumalei*.

Habitat, Hilo Bay; native name, *Manini*.

NASEUS. Habitat, Hilo. Native name, *Kala*.

Habitat, Hilo; not abundant; native name, *Kala-holo-ihu loa*.

PRIONURUS. Habitat, Hilo Bay; rare; native name, *Umaumalei*.

Family 2.—Carangidæ.

CARANX. Habitat, Hilo Bay. Native name, *Hekule*.

Habitat, Sandwich Islands. Native name, *Awa pehu*; by some, *Kalamoku*. They appear periodically in vast shoals.

ARGYRIOSUS. Habitat, Hilo Bay. Native name, *Kihikihi*. This fish is diamond-shaped and has dorsal and ventral hair fins (or finlets) four inches long. It may be the hair-finned *Blepharis*, extremely rare.

PLATAX. Habitat, Society Islands.

ZANCLUS, Cornuta. Habitat, Hilo Bay. Native name, *Kihikihi*. Dorsal fin terminates in a lengthy finlet, which curves or hollows out like sails in the wind. Hence two very unlike fishes have the same native name.

Family 7.—Scombridæ.

ECHENEIS (Sucking Fish). Habitat, North Pacific on sharks, etc. Native name, *Keiki a ka Mano*.

Family 8.—Trachinidæ.

MALACANTHUS. Habitat, Hilo Bay. Extremely rare. Native name, *Ulae Mahimahi*. Some natives say it is a non-descript.

Family 10.—Pediculati, vel. Lophiidæ.

CHIRONECTES. Habitat, Puna, Hawaii. Rare. Native name, *Mamamo*.

DIVISION IX. Acanthopterygii Gobiiformes.

Family 2.—Gobiidæ (Gobies).

ELEOTRIS. Habitat, Wailama River, Hilo. Extremely rare. Native name, *Okuhekuhe Melemele*.

DIVISION X. Acanthopterygii Blenniiformes.

Family 3.—Blenniidæ (Blenny).

- BLENNIUS. 1 Habitat, Kauai. Rare. Native name, *Ulae*.
 2 Habitat, Sandwich Islands. Very common. Native name, *Paoomaoli*.
 3 Habitat, Hilo Bay. Posterior dorsal fin wider than No. 2. Native name, *Paoolakei*. No. 1 sometimes called *Paookauila*.

DIVISION XII. Acanthopterygii Gastroteiformes.

Family 2.—Fistulariidæ.

- FISTULARIA (Pipe Fish). 1 Habitat, Sandwich Islands. Native name, *Nunu*.
 2 Habitat, Sandwich Islands. Native name, *Nunu*. Length of No. 1 eight and three-fourths inches. Very slender.
 Length of No. 2 forty-six inches. The anterior bone of each skull is greatly elongated, forming a long tube and terminated with a narrow mouth.

ORDER II.

Acanthopterygii Pharyngognathi.

Family 1.—Pomacentridæ.

AMPHIPRION.....Native name, *Pukukui*. Habitat, Asia Islands.

POMACENTRUS....Habitat, Hilo Bay. Native name, *Mamauo*.

....Habitat, Hilo Bay. Very rare. Native name, *Paapaa*.

Family 2.—Labridæ.

CRENILABRUS.....(Wrass). Habitat, Hilo Bay. Native name, *Aawa*.

CHILINUS....Habitat, Hilo Bay. Native name, *Aawalelo*.

.....Habitat, Hilo Bay. Native name, *Aawalelo*. These are probably male and female, reddish and striped fishes.

....Habitat, Sandwich Islands; native name, *Humuhumu-nukunuku-a-puaa*. It is a dark fish with blue stripe the entire length of the back.

JULIS, Balteatus. Habitat, Hilo Bay. Very rare. Native name, *Ohua Palemo*.

Geoffrogii. Habitat, Hilo Bay. Very rare. Native name, *Hou*.

.....Habitat, Hilo Bay. Rare. Native name, *Hinalea a Kilolo*.

.....Habitat, Hilo Bay. Rare to abundant. Native name, *Hinalea Lipoa*. There are two *Hinalea a Kilolo*; one with green-striped dorsal fin and red-spotted tail; the other with green-spotted dorsal fin and tail.

GOMPHOSUS. 1.....Habitat, Hilo Bay. Not common. Native name, *Hinalea nukunuku loa*.

2....Habitat, Hilo Bay. Not common. Native name, *Hinalea nukunuku loa*.

Nos. 1 and 2 are unlike, and yet much alike.

ORDER IV.

Physostomi.

Family 3.—Cyprinidæ.

CYPRINUS, Aureata. (Gold Fish.)

Family 9.—Scombresocidæ.

BELONE. 1....(Gar-Pike.) Habitat, Sandwich Islands. Native name, *Auau*.

2....Habitat, Kauai. Native name when small, *Heahaaha*.

BELONE. 3....Habitat, Kauai. Native name when large, *Kuwelia*.
No. 1 make periodical visits in vast shoals.

HEMIRHAMPHUS....Habitat, Kawaihae, Hawaii. Common. Native
name, *Iheihe*.

....Habitat, Sandwich Islands. Rare. Native name,
Paakai Helelei.

EXOCÆTUS....(Flying Fish.) Habitat, North Pacific. Pelagic. Na-
tive name when of small size, *He puu*. Native
name when of large size, *Eheula*.

Family 31.—Murænidae (Eels).

ANGUILLA....Habitat, Hilo Bay. Rare. Native name, *Puhi palina*.

MURÆNA....Habitat, Honolulu reef. Rare. Native name, *Puhi paka*.

....Habitat, Sandwich Islands. Rare. Native name, *Puhi-oilo
kapa*.

....Habitat, Sandwich Islands. Native name, *Puhi-ou*.

OPHISURUS....Habitat, Kauai. Rare. Native name, *Puhi-hoolaau*.

ORDER VI.

Plectognathi.

Family 1.—Sclerodermi.

BALISTES.—1 Senticosus. (File Fish.) Habitat, East Indies.

2.....Habitat, North Pacific. Pelagic. It has dark
fins.

3.....Habitat, Sandwich and Society Islands. Na-
tive name, *Humuhumu*.

4.....Habitat, North Pacific. Pelagic.

Name of No. 3 is *Loulu*, so called by Hawaiians; some call
it *Humuhumu*. No. 4 is spoken of as *he ia awaawa*;
“native doctors gave it where they wished to procure
death.”

MONACANTHUS.—1....Habitat, Kauai. Extremely rare. Native name,
Uwiuwi.

2....Habitat, China Sea and North Pacific. Pelagic.

3....Habitat, Kauai. Extremely rare.

4....Habitat, North Pacific. Native name, *Loulu*.

Common at certain periods. It has yellow
and white fins. Hawaiians speak of it as “*He
ia awaawa*,” native doctors gave it where they
wished to procure death.

Nos. 3 and 4 are male and female; they differ in their markings. Each monacanthus has a spinous dorsal fin. One species is called *Oililepa*.

- OSTRACION. 1....Habitat, Coast of Puna. Rare. Native name, *Moa*.
 2....Habitat, Hilo Bay. Rare. Native name, *Moa*.
 3....Habitat, Ladrone Islands. Rare. Native name there, *Danglon*. Native name, *Kokala*; English name, Coffer-Fish.

Skeletons ossified. No. 1, two-horned anteriorly; No. 2, two-horned anteriorly and two-horned posteriorly; No. 3, without horns. These are also called Trunk-Fishes. They are covered with an inflexible long armor.

Family 2.—Gymnodontes.

TETRODON.—1 Insignitus (Globe Fish). Habitat, East Indies and Japan. Native name, *Oopuhue*. Poisonous if eaten.

2 Hispidus. Habitat, East Indies.

3 Habitat, Fanning's Island.

No. 3 has pectoral fins, looking somewhat like arms.

ORTHAGORISCUS MOLA.(Sun-Fish, or Short Sun-Fish.) Habitat, North Pacific. Its length, five feet; its weight, about five hundred pounds. It has long dorsal and anal fins projecting like handles from its hinder parts. It is sometimes called Head-Fish. Flesh not good; it yields abundant oil.

The Genera of the following are unknown to the writer:

.... Habitat, Puna. Not abundant. Native name, *Upapalu*.

.... Habitat, Kauai. Extremely rare. Native name, *Kunehi*.

Some natives say it is a non-descript.

.... Habitat, Kauai. Extremely rare. Native name, *Kaumakani*.

.... Habitat, Unknown. Natives call it, *Kahalamokuleia*.

.... Habitat, Hilo Bay. Rare. Natives consider it a species of *Ulae*.

.... Habitat, Hilo Bay. Rare. Native name, *Kaku*.

.... Habitat, North Pacific. Pelagic. Native name, *Kahala maoli*.

.... Habitat, Sandwich Islands. Somewhat rare. Native name, *Hehou*. Caught in seines from March to August, $\frac{1}{2}$ mile from shore.

.... Habitat, Hilo, in fresh water. Native name, *Paoe-puhi*.

- Habitat, Hilo Bay. Native name, *Palahoano*.
- Habitat, Sandwich Islands; native name, *Hou*. Differs from
Julis Geoffrogii. Has red dorsal and tail fins.
- TWO FISHES.... Habitat, Society Islands; names not given. They
locate themselves in the bodies of *Holothuria* (Beche de
Mur.) Their eyes are rudimental.
- Toad-Fish. Native name when small, *Akeke*; when large
Oopuhue. Abundant at Hilo. Poisonous if eaten.
- Habitat, North Pacific. Pelagic. Native name, *Mamamo*.
Marked chess-board like—not with regular squares.
- Habitat unrecorded. Native name, *Makaa*.
- Habitat, Hilo Bay. Native name, *Oio* or *Omake*. Make
periodical visits in vast shoals. Hawaiians say, "The
flesh is delicious."
- Habitat? Native name, *Pilipohaku*.

In publishing the list so far obtained, it is hoped that it will be found sufficient to stimulate others to enter upon and make further progress in this interesting department of Zoology.

Of the above list, all but three of the enumerated fishes were painted for the writer by the late Andrew Garrett, Esq., a patient investigator and acknowledged authority in the Ichthyology of the Hawaiian Islands.

I am greatly indebted for help in preparing this article to the late Andrew Garrett, and also to Dr. Albert Gunther, F.R.S.

CHARLES H. WETMORE, M. D.

Hilo, Hawaii, October, 1889.

CONTRIBUTORS TO SCIENCE.

It is not generally known that there is in course of preparation for publication, in London, a work on the "Coral Reef Fishes of the Pacific," illustrated by fifty colored lithograph plates, giving many examples of the curious and beautiful fishes found among the reefs of the Hawaiian and other islands of the Pacific, drawn from living specimens in their natural colors by R. C. Barnfield, of this city, an English artist of note who has been devoting much time the past few years to this interesting subject. Descriptive letter press will accompany the illustrations. The work will be \$15 per copy and prove an excellent companion volume to Mrs. Sinclair's "Indigenous Flowers of the Hawaiian Islands." Its expense is sought to be covered by subscription; hence, those who have not already entered their names should do so at once.

RETROSPECT OF THE YEAR 1889.

Probably at no period in the history of these islands has Hawaii made such perceptible progress in a given time as during the year now drawing to a close. Favored with an administration whose energies are devoted to internal improvement and the honest expenditure of public moneys in accordance with law, the comparison throughout the various districts, as well as in Honolulu itself, is in marked contrast with former years. Lands suitable for homestead purposes have been surveyed and opened up to settlers in various parts of Hawaii, notably in the Hamakua, Hilo and Kona districts, as also in the Kula region of Maui. New roads have been laid out and old ones put in serviceable condition, which speaks volumes in favor of the local road boards in the several districts outside of Honolulu, while the city itself has had continuous work upon its streets, remetaling many, widening several, and opening up three new ones. Besides the new Punchbowl winding road, with its Eastern and Western approaches, much progress has been made on the long-talked-of Pali road, as also the newly projected road from Kamoiliili to Kapiolani Park, and a new beach road to Waikiki. On Maui a new road has been opened up to the crater of Haleakala, and a carriage road of easy grade is in course of construction from Lahaina to Wailuku. At Hilo, Hawaii, work is progressing favorably on the new road to the volcano, which will be a great boon to tourists on its completion, while in Kona, a new road opens up new possibilities in that long neglected district. In Kau, a new road from Hilea to Pahala, furnishes the possibility of an easy carriage ride from Waiohinu to Hilo, in the near future.

Private enterprise has also kept pace with the spirit of public improvements. The street railroad, or tramway, referred to in the last ANNUAL, has completed its track laying through nine streets of the city, embracing twelve miles, divided into four lines or routes, viz.: King street, Waikiki, Beretania and Nuuanu. The Oahu Steam Railroad has already passed from a projected undertaking to an accomplished fact. Its first sod was turned March 8th last, and the first trial trip was made thereon September 4th. The road already has reached and skirts a considerable portion of the Pearl Lochs and is running its three trains daily to beyond Aiea, and by the opening of 1890 will reach its station near the Ewa Court House, a distance

of twelve miles. The road is already located and graded to Hoaeae, three miles further on, and to this point the work will be rapidly pushed to a finish, which will complete the first section. A very attractive and convenient building has been erected at the Honolulu terminus of the line, just off King street, near the Prison, for the offices of the Company, with waiting rooms, etc. After the work of filling in and grading is completed, the round house, car sheds, etc., will also be built, adjacent, so that the late vast fish pond and swamp near Iwilei is being rapidly transformed into a field of business activity.

The islands have also enjoyed a year of unusual commercial prosperity through the improved condition of the sugar market. The sugar crop for 1888-89 fully met expectations, and the high prices obtained have given encouragement to the industry, so that extensive alterations and improvements in machinery, etc., have been pushed with vigor on many plantations during the recent between season. The newly introduced diffusion process at Kealia, Kauai, reported in our last issue, is followed now by changes in the Hamakuapoko Mill, Maui, and the Hanalei Plantation, Kauai, to the same process. Others will doubtless follow next season. We note the extension of this industry by the incorporation of the Kona Sugar Co. at Holualoa, Kona, Hawaii; and the Hawaiian Sugar Co. at Makaweli, Kauai. Others are projected on this island to bring into cultivation portions of the extensive lands of Jas. Campbell at Honouliuli and Kahuku, recently secured by Mr. B. F. Dillingham under a fifty years term of lease, and by him transferred to the Oahu Railroad and Land Company. There is a plantation contemplated also on the more elevated Waipio tract of the Ii estate, nearer Ewa. All of these new enterprises will call for extensive outlays for the establishment of systems of water supply suited to each locality; but this is anticipatory.

The impetus in educational matters referred to in the last ANNUAL has continued with unabated vigor during the period under review. The force of teachers has been still further augmented from abroad; a number of school houses have been enlarged and no less than thirty-six new ones erected in various districts, which, with the regular tours of the Inspector-General and the periodical teachers' conventions, a new spirit is plainly perceptible throughout. The schools under the auspices of the Hawaiian Board are extended this year by the reopening of the Kohala Girls' Seminary; the erection of new and

enlarged buildings of the North Pacific Missionary Institute in this city, and the establishment of the Kauai Industrial School at Lihue. The article on the Kamehameha Schools, page 62, will show the advancement made in that institution, and its impress in the land is already felt.

While much activity has been experienced by the various artizans, especially foundrymen and machinists, there has been little done in the way of substantial improvements in the business portion of the city. The principal buildings erected, or now under construction, comprise the two-storied brick building, corner of Nuuanu and Merchant streets; the two-storied brick extension of Theo. H. Davies & Co.'s premises, corner of Queen and Kaahumanu streets; the spacious two-storied brick warehouse of J. A. Hopper on Halekauwila street; the addition to the Custom House; China Engine Co.'s new building on Maunakea street; the two-storied brick store of A. L. Smith on Fort street, and the extension of Hackfeld & Co.'s store and warehouses on Queen street. Others are in hand for early erection, notably the new market on the Esplanade, and buildings to occupy the sites of the demolished structures on the corner of Fort and King, and upper corner of Nuuanu and Merchant streets.

Business in all lines have felt the benefit experienced by the planters the past year. The lumber and building trade have handled large supplies, and the importing houses have been active to keep pace with the increased demand, as is evidenced by the larger import figures which this year will show over last. By courtesy of Hon. A. S. Cleghorn, Collector-General of Customs, we are able at this writing to give the following statement of import values for the nine months ending September 30, 1889, and show a comparative table with the like period of 1888: Total imports, Honolulu, \$4,366,890.02; Kahului, \$149,834.87; Hilo, \$132,518.75; Mahukona, \$27,162.26; Total imports for the period, \$4,676,405.90.

Jan. to Sept. 30.	Free by Treaty.	Goods and Spirits Dutiable.	Spirits and Goods Bonded.	Free by Civil Code.	Specie.	Total.
1889..	\$2,239,437.49	\$1,150,234.41	\$100,795.02	\$352,826.48	\$833,112.50	\$4,676,405.90
1888..	1,737,848.41	1,166,435.11	117,561.12	264,136.43	688,583.50	3,974,564.57
Incr..	501,589.08	.....	.....	88,690.05	144,529.00	.....
Decr. ....	.....	\$ 16,200.70	\$ 16,766.10	.....	.....	.....

The general health not only of the city but throughout the group

has been an improvement on the previous year, the only ailment prevailing being a mild type of measles. The Board of health has been vigilant on various matters affecting the public health, and its watchful regard for the unfortunate wards of the nation, to ameliorate their condition, has minimized the opposition natural to the stern necessity of segregation.

The necrology record of well-known residents of the islands, for the year, seems as full as ever. The roll comprises—Father Damien, Mrs. M. Dominis, Mrs. M. McIntyre, T. A. Thrum, S. Hardcastle, W. C. Parke, Jules Tavernier, Mrs. T. Keegan, Capt. T. H. Hobron, Capt. A. T. Reynolds, J. G. Howie, E. L. Pond, Dr. Craddock, C. H. Nicoll, J. L. Blaisdel, Sr., T. R. Foster, G. F. Holmes, C. J. Hardee, A. S. Bolster, P. Milton and J. Gleason.

The favorable showing of the Postal Savings Bank in the last ANNUAL has been fully maintained again this year, notwithstanding the reduction of the rate of interest to depositors to four and a half per cent. in August last. Postal matters have been further facilitated by the opening, March 1st, of the Parcels Post system with the United States.

The Inter-Island Telegraph has been progressing slowly towards linking the islands together, and on the arrival of the last section, now en route from England, it is expected that the line will be pushed rapidly to its completion. During the year past a fifty-year charter was secured, and the Pacific Cable Company incorporated here with a capital of \$1,000,000, with power to increase to \$10,000,000, to lay a cable between these islands and San Francisco. This long desired project, now that it is formulated, is meeting with much favor abroad.

Toward the close of 1888 the American Baseball team of A. G. Spalding, Chicago, visited this city, en route to the Colonies, and was to have played a game with a picked nine from our local clubs, but their arrival on a Sunday proved a severe disappointment both to them and the community. Their presence, however, materially strengthened the interest already existing here, so that this year witnessed an excellent series of League games between five different clubs, for the championship, which resulted in the Stars wresting the honors from the Honolulus who had held first rank the two preceding years. At the close of the regular season a Junior League of four clubs formed, and they have been continuing the contest with unflagging interest, with strong indications of the Iolanis coming off

victors. The American national game has evidently come to stay, and next year will develop still further interest therein.

Immigration matters have been progressing in a quiet way; two lots of Japanese having recently arrived to meet the needs of plantation and domestic help, and a third lot may be looked for in the course of a few weeks. Much interest and discussion has been had on the Chinese question, so as to control the planters' requirements should the restrictive act now in force be removed. Extracts from the ministerial reply to a petition on the subject is given on page 81.

Serious effects are reported from nearly all parts of the group through the unusually small rainfall of last winter, (if we can so term our rainy season,) and the very sparse showers that have prevailed during summer. To avert the threatened water-famine in this city, a series of trials of pumping artesian water from the Thomas Square well, up into the Makiki reservoir was made in March last, with one of the steam fire engines, which gave 123,000 gallons per night's service. Fortunately, through the new and extensive system of storage reservoirs constructed this year in Nuuanu valley, partly for our city supply and partly for sufficient power to run the government electric light plant, the necessity of falling back upon daily pumping has been averted.

During the year the Electric Light plant has been largely extended; the number of street lamps have been about doubled, and the incandescent system for the lighting of stores and residences has been recently added, and is gradually being adopted.

Notwithstanding the progress made throughout the country under the present administration, the plotting of a few idle place hunters, strengthened by the utterances of recently established native papers calculated to arouse race prejudices, there developed a small party of malcontents, under the leadership of R. W. Wilcox, who, with about 150 followers, made an attempt on the thirtieth of July last, to overthrow the government. They surprised the town by taking possession of the palace grounds, its guns and ammunition at early dawn, but were surprised in turn at the absence of the King and the armed force of the Honolulu Rifles and volunteers that quickly gathered to oppose and dislodge them. After a day of battle and anxiety, resulting in a loss to the insurgents of six killed and twelve wounded, Wilcox and his followers surrendered. In the trials at the October term of the Supreme Court, Wilcox stated that his plans were to obtain possession of the palace and the king; have him sign a new

constitution which he (Wilcox) had prepared, giving rights to the people and restoring power to the king which the present Constitution took from him, and turn out the present ministry. In all of these plans he claimed to have had royal sanction. At the trial before a native jury he was acquitted by them, under the ancient belief that "the king can do no wrong;" hence, found no treasonable act in carrying out his behests.

Much political capital is being made by Wilcox and his sympathizers by this miscarriage of justice with the view of influencing the coming elections, hoping to accomplish at the next legislature what they failed to obtain last July.

CORRECTIONS TO INTER-ISLAND STEAMER LIST.

In the list of steamers in the Inter-Island Steam Navigation Co., given in the last ANNUAL, several errors seem to have passed unnoticed, which corrected should read as follows:

Steamer *Iwalani's* horse-power, 410.

Steamer *Waialeale* arrived in Honolulu August, 1886; registered tonnage, 176; horse-power, 130.

Steamer *Mikahala*, wooden, hull built by Hall Bros., of Port Ludlow, November, 1886; machinery by the Fulton Iron Works Co., of San Francisco. Arrived in Honolulu January, 1887; registered tonnage, 353; horse-power, 420.

Steamer *Likelike*, of Wilder's S. S. Co., was built and arrived here in 1877, and not 1887 as stated.

An addition to the Wilder's S. S. Co.'s fleet is made by the arrival here, Dec. 8, 1889, of the steamer *Hawaii*, formerly *Del Norte*, wooden, built in San Francisco by Geo. Boole of Oakland, in 1888; machinery by the Fulton Iron Works Co. of San Francisco; registered tonnage, 227.44; horse-power, 210; average speed, 9 knots.

We record also the addition to the general fleet this year of the steamer *Akamai*, built in this city by Jas. A. Dower, of 29.27 tons, and — horse-power. Launched last July and placed as a regular weekly packet on the Kauai route.

NOTIFICATION.—In view of the increased pages and consequent expense attending the publication of the HAWAIIAN ANNUAL of to-day over its early issues, and the contemplated addition of new features and still more pages with the next number, the publisher feels warranted in notifying the public that the price of the 1891 edition and thereafter will be changed to 75 cents per copy for island orders, or 85 cents mailed abroad, including postage.

ALPHABETICAL LIST OF SUGAR PLANTATIONS, MILLS AND CANE GROWERS THROUGHOUT THE ISLANDS.

Those marked with an asterisk (*) are planters only; Those marked with a dagger (†) are mills only; All others are plantations complete, owning their own mills.

NAME.	LOCATION.	MANAGER.	AGENT.
Beecroft Plantation,*	Kohala, Hawaii,	H R Bryant,	T H Davies & Co.
East Maui Stock Co,*	Makawao, Maui,	A vonGraevameyer	C Brewer & Co.
Eleele Plantation,	Koloa, Kauai,	A Dreier,	F A Schaefer & Co.
Faye & Co, H P*	Mana, Kauai,	H P Faye,	H Hackfeld & Co.
Meier & Kruse,*	Waimea, Kauai,	.....	H Hackfeld & Co.
Gay & Robinson,*	Makaweli, Kauai,	Gay & Robinson	J T Waterhouse.
Grove Farm,*	Nawiliwili, Kauai,	S W Wilcox,	H Hackfeld & Co.
Haiku Sugar Co,	Haiku, Maui,	H P Baldwin,	Castle & Cooke.
Hakalau Plant'n Co,	Hilo, Hawaii,	J Chalmers,	W G Irwin & Co.
Halawa Sugar Co,	Kohala, Hawaii,	T S Kay,	J T Waterhouse,
Hamakua Mill Co,†	Hamakua, Hawaii,	J R Renton,	T H Davies & Co.
Hamakua Plantation Co,*	Hamakua, Hawaii,	A Lidgate,	T H Davies & Co.
Hana Plantation,	Hana, Maui,	D Center,	M S Grinbaum & Co
Hanalei Sugar Mill Co†	Hanalei, Kauai,	C Koelling.	C Brewer & Co.
Hanamaulu Mill,†	Hanamaulu, Kauai,	C Isenberg,	H Hackfeld & Co.
Hawi Mill & Plantation,	Kohala, Hawaii,	J Hinds,	T H Davies & Co
Hawaiian Agricultural Co,	Kau, Hawaii,	E W Fuller,	C Brewer & Co.
Haw'n Com'l & Sugar Co,	Maui,	H Morrison,	W G Irwin & Co.
Hawaiian Sugar Co,	Makaweli, Kauai,	E M Walsh.	.....
Heeia Agricultural Co, L'd	Heeia, Oahu,	G R Ewart,	M S Grinbaum & Co
Hilo Sugar Co,	Hilo, Hawaii,	John A Scott,	W G Irwin & Co.
Honokaa Sugar Co,	Hamakua, Hawaii,	W H Rickard,	F A Schaefer & Co.
Honomu Sugar Co,	Hilo, Hawaii,	W Kinney,	C Brewer & Co.
Huelo Plantation,	Huelo, Maui,	Wm Turner,	W G Irwin & Co.
Horner & Sons, J M*	Hamakua, Hawaii,	Wm Horner,	F A Schaefer & Co
Horner, W V & Sons*	Lahaina, Maui,	C F Horner,	H Hackfeld & Co.
Hutchinson Sug Plant Co,	Kau, Hawaii,	H Center,	W G Irwin & Co.
Kaiwilahilahi Mill,	Laupahoe, Hawaii,	McLellan,	T H Davies & Co.
Kaluahonu Co,*	Koloa, Kauai,	E E Conant,	H Hackfeld & Co.
Kamalo Plantation,	Molokai.	D McCorriston,	J McColgan.
Kaneohe Plantation,	Kaneohe, Oahu,	M Rose,	C Brewer & Co.
Kekaha Sugar Co,†	Kekaha, Kauai,	Otto Isenberg,	H Hackfeld & Co.
Kilauea Sugar Co,	Kilauea, Kauai,	R A Macfie, jr,	W G Irwin & Co.
Kipahulu Sugar Co,	Kipahulu, Maui,	Oscar Unna,	H Hackfeld & Co.
Kohala Plantation,	Kohala, Hawaii,	C A Chapin,	Castle & Cooke.
Koloa Sugar Co,	Koloa, Kauai,	A Cropp,	H Hackfeld & Co.
Kona Sugar Co,	Holualoa, Hawaii,	R Strauch,	E Hutchison.
Kukaiau, Mill Co,	Hamakua, Hawaii,	G F Renton,	T H Davies & Co.
Kukaiau Plantation Co,*	Hamakua, Hawaii,	J M Horner,	H Hackfeld & Co.
Laie Plantation,	Laie, Oahu,	Wm King,	J T Waterhouse.
Laupahoe Sugar Co,	Laupahoe, Hawaii,	McLellan,	T H Davies & Co,
Lihue Plantation,*	Lihue, Kauai,	Carl Isenberg,	H Hackfeld & Co.
Makee Sugar Co,	Kealia, Kauai,	Z S Spalding,	C Brewer & Co.
J T Broderick*	Hamakua, Hawaii,	J T Broderick,	F A Schaefer & Co.
Meyer, R W	Kalae, Molokai,	R W Meyer,	H Hackfeld & Co.
Niuli Plantation,	Kohala, Hawaii,	Robert Hall,	T H Davies & Co.

ALPHABETICAL LIST OF SUGAR PLANTATIONS, ETC.—*Continued.*

NAME.	LOCATION.	MANAGER,	AGENT.
Olowalu Sugar Co,	Olowalu, Maui,	A Hanneberg,	W G Irwin & Co.
Onomea Sugar Co,	Hilo, Hawaii,	Wm W Goodale,	C Brewer & Co.
Ookala Sugar Co,	Ookala, Hawaii,	W D Walker,	W G Irwin & Co.
Overend, R M*	Honokaa, Hawaii,	R M Overend,	H Hackfeld & Co.
Paauhau Plantation,	Hamakua, Hawaii,	A Moore,	W G Irwin & Co.
Pacific Sugar Mill,†	Hamakua, Hawaii,	.....	F A Schaefer & Co
Paia Plantation,	Paia, Maui,	J W Colville,	Castle & Cooke.
Pioneer Mill,†	Lahaina, Maui,	C F Horner,	H Hackfeld & Co.
Puehuehu Plant'n Co,*	Kohala, Hawaii,	R Wallace,	T H Davies & Co.
Purvis & Co, W H*	Hamakua, Hawaii,	W H Purvis,	F A Schaefer & Co.
Princeville Plantation Co,*	Hanalei, Kauai,	C Koelling,	C Brewer & Co.
Pepeekeo Sugar Co,	Hilo, Hawaii,	H Deacon,	H Hackfeld & Co.
Rickard, W H*	Hamakua, Hawaii,	W H Rickard,	F A Schaefer & Co.
Reciprocity Sugar Co,	Hana, Maui,	P M Rooney,	W G Irwin & Co.
Smith & Co, A H*	Koloa, Kauai,	J K Smith,	Castle & Cooke.
Union Mill Co,†	Kohala, Hawaii,	J Renton,	T H Davies & Co.
Waiakea Mill Co,	Hilo, Hawaii,	C C Kennedy,	T H Davies & Co.
Waialua Plantation,	Waialua, Oahu,	R Halstead,	Castle & Cooke.
Waianae Plantation,	Waianae, Oahu,	A Ahrens,	H A Widemann.
Waihee Sugar Co.	Waihee, Maui,	C B Makee,	C Brewer & Co.
Waikapu Sugar Co,	Waikapu, Maui,	W H Cornwell,	W G Irwin & Co.
Wailuku Sugar Co,	Wailuku, Maui,	R D Walbridge,	C Brewer & Co.
Waimanalo Sugar Co,	Waimanalo, Oahu,	J A Cummins,	C Bolte.
Waimea Sugar Mill,†	Waimea, Kauai,	W D Schmidt,	H Hackfeld & Co.
Wilcox, A S*	Hanamaulu, Kauai.	A S Wilcox,	H Hackfeld & Co.
Wright, J N*	Ookala, Hawaii,	.....	H Hackfeld & Co.

The very sparse reports received from the Plantations relative to number of hands employed, and expected yield of the 1889-90 crop, has necessitated the omission of this feature in the foregoing table.

PUNCHBOWL ROAD MEASUREMENTS.

East branch from Makiki Cemetery to junction with west branch,
4,650 feet.

West branch from Punchbowl Street to junction with east branch,
4,118 feet.

Junction of east and west branches to the entrance to the crater,
2,300 feet.

Length of circular drive within crater, including loop around old
battery, and the short cut from battery to the gap, 6,290 feet.

Total length of road, 17,358 feet—3.29 miles.

Elevation, highest point of Hill, 489.5 feet.

ANALYSIS OF THE GREAT REGISTER, HAWAIIAN ISLANDS, 1887-1888.

VOTERS FOR REPRESENTATIVES.

Table 1.—Showing Numbers and Location of Each Nationality.

NATIONALITY.	Oahu.	Hawaii.	Maui, etc.	Kauai and Niihau.	Totals.
Natives & half-castes	3208	2819	2323	986	9336
Haw'ii'ns born of Foreign parents.....	120	25	19	25	189
Americans....	477	177	115	37	806
British.....	396	155	79	40	670
Portuguese....	518	1287	627	380	2812
Germans.....	154	64	51	174	443
Other nationalities	135	72	98	37	342
Totals ...	5008	4599	3312	1679	14598

Table 2.—Showing Location by Percentages of Each Nationality.

NATIONALITY.	Oahu.....	Hawaii. ..	Maui, etc.	Kauai and Niihau.	Totals.
Natives & half-castes.....	34.36	30.20	24.88	10.56	100.
Haw'ii'ns born of Foreign parents.....	63.49	13.23	10.05	13.23	100.
Americans....	59.18	21.96	14.27	4.59	100.
British.....	59.10	23.13	11.79	5.98	100.
Portuguese....	18.42	45.77	22.30	13.51	100.
Germans....	34.76	14.45	11.51	39.28	100.
Other nationalities	39.48	21.05	28.65	10.82	100.
Totals ...	34.31	31.50	22.69	11.50	100.

Table 3.—Showing Location, by Percentage, of Nationality, and the Percentage of Each Nationality of the Whole Number of Voters.

ISLANDS.	Hawaiian.	Hawaiian For. par.	American.	British.	Portuguese	Germans.	Others.	Totals.
Oahu.....	64.06	2.40	9.52	7.91	10.34	3.08	2.69	100.
Hawaii.....	61.30	.54	3.85	3.37	27.98	1.39	1.57	100.
Maui, etc.....	70.14	.57	3.47	2.39	18.93	1.54	2.96	100.
Kauai & Niihau	58.73	1.49	2.20	2.38	22.64	10.36	2.20	100.
Total.....	63.95	1.30	5.52	4.59	19.26	3.04	2.34	100.
Honolulu vote.	56.38	2.89	12.25	10.05	11.33	3.72	3.38	100.

VOTERS FOR NOBLES.

Table 4.—Showing Number and Location of Each Nationality.

ISLANDS.	Haw'ii'n	Haw'ii'n For. par.	Am'ric'n	British.	Portg'se	Germans	Others.	Total.
Oahu	603	90	402	336	71	135	79	1716
Hawaii.....	243	22	143	116	44	43	24	634
Maui, Molokai & Lanai.	152	14	92	64	22	29	63	436
Kauai and Niihau.....	67	9	24	34	6	52	19	211
Total	1065	135	660	550	143	259	185	2997

Table 5.—Showing Location by Percentage of Each Nationality, and the Percentage of Each Nationality of the Whole Number of Voters.

ISLANDS.	Haw'ii'n	Haw'ii'n For. par.	Am'ric'n	British.	Portg'se	Germans	Others.	Total.
Oahu	35.14	5.25	23.42	19.58	4.14	7.87	4.60	100.
Hawaii.....	38.33	3.47	22.40	18.29	6.94	6.78	3.79	100.
Maui, Molokai & Lanai.	34.86	3.21	21.10	14.68	5.05	6.65	14.45	100.
Kauai and Niihau.....	31.75	4.27	11.38	16.11	2.84	24.64	9.01	100.
Total.....	35.54	4.51	22.02	18.35	4.77	8.64	6.17	100.

INFORMATION FOR TOURISTS AND OTHERS.

The Hawaiian Islands possess the flattering distinction of being the most extensively written about of all the islands of Polynesia. Yet only within very recent years have there been facilities of travel that place them within easy access of the chief Pacific coast port of the United States, and on the regular route of travel from San Francisco to New Zealand and Australia. And even now the magnificently appointed and admirably conducted steamship service of the Oceanic Company has failed to attract to our shores the tourists which the attractions of the islands justify their citizens in expecting.

Apparently the chief cause of the past failure to make Honolulu and other places on the group adequately appreciated, as wintering resorts for invalids, or those who dread the rigors of winter in the eastern and northern portions of the United States, has been because of the failure to properly advertise the manifold attractions of the group, or even to set forth, specifically, the cost of a trip to these islands and of a sufficiently long sojourn here to make acquaintance with the scenery, the climate and the agricultural development of the group.

As this article is especially intended to be of use to foreign readers, and as most of the Kingdom's foreign visitors come here by way of San Francisco, we may as well assume that the intending visitor to whom this is addressed is either in San Francisco or *en route* thither.

The vessels of the Oceanic Steamship Company, comprising the *Mariposa*, *Alameda* and the *Zealandia* for the through mail service to the Colonies, touching at this port, and the *Australia* for direct service with these islands, afford opportunities twice each month to visit Honolulu. Through passengers to or from Australia can obtain stop-over tickets by making special arrangements. Parties in San Francisco who purpose visiting the islands and then returning, can obtain excursion tickets for the round trip, to be in effect three months, for \$125. The Company claims that its two steamers, the *Mariposa* and *Alameda*, are the finest and fastest ocean steamers carrying the American flag, while their recent additions, the *Zealandia* and *Australia*, under the Hawaiian flag, are not far behind them in speed, appointments and passenger comforts. The trip between San Francisco and this port, or *vice versa*, is made with remarkable regularity in seven days—covering 2,100 miles.

In Honolulu, the Hawaiian Hotel is managed by Mr. W. M.

Graham, who is assiduous in his attentions for the comfort of his guests. The hotel is a cool, comfortable, convenient and spacious structure, surrounded by ample grounds, and commanding from its tower and upper balconies one of the most beautiful of prospects. There are good roads running east and west from Honolulu.

The bathing beach of Waikiki, the beautiful valleys of Manoa and Kalihi, the famous Pali, the picturesque land-locked bay known as Pearl River—all these and a score of other places are within easy access of town, and trips may be made to and from them in a day, with plenty of leisure for luncheon and for lolling on the turf or the sea sands.

Of the trip to Hawaii, including a visit to the great volcano of Kilauea, the Wilder Steamship Company, by way of Hilo, or the Inter-Island Steam Navigation Company, by way of Kau, passengers may have their choice and the advantage of the finest steamboat service and accommodations afforded visitors to these islands. Round trip tickets to the volcano, by either route, are issued for \$50, which covers all expenses of horses, guide, hotel fare, etc., from the landing to the volcano and back, in from seven or ten days, according to route.

A trip to Kauai, including a visit to the “sounding sands” of Waimea, the famous sugar estates, and the waterfalls and fern glens of the “Garden Island’s” many valleys, may also be made in less than a week.

A trip of like duration may be made to the island of Maui. Haleakala—the largest extinct crater in the world, the grandly gloomy valley of Wailuku, the extensive plantation and sugar mills of Spreckelsville, make a trip to Maui one of the pleasantest obtainable anywhere.

But the visitor may cut his time cloth to suit himself. He may have a week of Honolulu life and return to San Francisco by the steamer that brought him over. Or, he may make any one of the “other island” trips above mentioned and be only three weeks in the Kingdom. Thus he may see all that we have mentioned and much more within an absence from San Francisco of less than two months.

The following table of information may be relied upon:

FOREIGN PASSAGE RATES.

Cabin passage per steamer, Honolulu to San Francisco, \$75. Round trip tickets, good for three months, \$125.

Steerage passage per steamer, Honolulu to San Francisco, \$25.

Cabin passage per steamer (occasionally), Honolulu to Hongkong or Japan, \$250.

Cabin passage per sail (occasionally), Honolulu to Hongkong, \$60.

Steamers to and from San Francisco are two every four weeks—one direct and return, the other en route to or from the Colonies.

Steamers from San Francisco to Japan and China, or *vice versa*, occasionally touch off the port en route.

INTER ISLAND PASSAGE RATES.

CABIN PASSAGE, PER STEAMERS, FROM HONOLULU TO

Lahaina, Maui.....	\$ 5 00
Kahului, Maui.....	6 00
Maalaea, Maui.....	6 00
Makena, Maui.....	8 00
Hana, Maui.....	6 00
Mahukona, Hawaii.....	10 00
Kawaihae, Hawaii.....	10 00
Kukuihaele, Honokaa or Paauhau, Hawaii.....	10 00
Laupahoe, Hawaii.....	12 50
Hilo, Hawaii.....	12 50
Kailua, Hawaii.....	10 00
Kealahou, Hawaii.....	10 00
Honuapo, Hawaii.....	12 00
Punaluu, Hawaii.....	12 00
Koloa, Nawiliwili, Hanalei, Kilauea, or Kapaa, Kauai, each....	6 00

The Mikahala, in her Kauai route, takes in Niihau once a month.

Round trip tickets are usually obtained at a fair reduction with privilege of getting off at any port along the route.

HOTEL RATES.

Board, with room, at the Hawaiian Hotel, per day, \$3; per week, \$15 or more, according to location of room.

Private accommodations at the Arlington, Eagle House, or White House are obtainable at prices ranging from \$10 per week up.

CARRIAGE FARE.

Carriage fare from steamer to Hotel, each passenger.....	25 cents
Carriage fare per hour, one passenger.....	\$ 1 50
“ “ “ two passengers.....	2 00
For each additional hour, 50 cents for each passenger, when more than one.	
Specially for the Pali, one passenger each way.....	3 00
Specially for the Pali, two passengers each way.....	4 00
Specially for the Pali, three passengers each way.....	5 00
Specially for Kapiolani Park, one passenger each way.....	1 00
Specially for Kapiolani Park, two passengers each way.....	1 40
Specially for Kapiolani Park, three passengers each way.....	2 00

The above rates are for between the hours of 5 A.M. to 11 P.M. At other hours the rates of fare are doubled. No driver is compelled to take a single fare for the Park or the Pali, except by special bargain. When two or more offer, the regular rate must be accepted.

Good saddle horses may be engaged by the hour at from \$1 or less, according to length of time desired.

CURRENT MONEY.

American and Hawaiian currency is the standard throughout the islands. Other coins may be exchanged at the banks at about the United States Treasury ruling rates.

LIGHT HOUSES, HAWAIIAN ISLANDS.

Honolulu.—A Lighthouse has been erected on the inner edge of the western reef, bounding the entrance of the channel into Honolulu Harbor. The light is a Fresnel of the fourth order, at an elevation of twenty-six feet above the sea level, and can be seen from the deck of an ordinary sized vessel at the distance of nine nautical miles in a radius from S. E. by E. to W. from the lighthouse.

From the lighthouse the Spar or Fairway Buoy bears (magnetic) S. 11° W. $6\frac{1}{4}$ cables; the eastern end of the new wharf, N. 35° E. $1\frac{1}{2}$ cables; Diamond Point, S. 56° E.; Barber's Point, S. 88° W., and the eastern corner of the Custom House, N. 15° E., near to which corner another Light Tower has been erected, at an elevation of forty-seven feet above the sea level. The light in this tower is green.

The following changes have been made in the Lights at the entrance of Honolulu Harbor, owing to the City now being illuminated by Electric Lights, the glare of which interferes with the lights heretofore in use.

The outer light has been changed from white to **Red**. And when the Electric Lights are burning an Electric **Green** Light in the same range as the Oil Green Light heretofore used, will be shown at an elevation of 12.7 feet above and in line with the Oil Green Light.

When the Electric Lights are not burning the lower or Oil Green Light will be in use.

The outer or **Red** Light is at an elevation of twenty-six feet above the sea level, and the elevation of the inner or **Green** Lights are as follows: Lower or Oil Light, 47 feet; upper or Electric Light, 59.7 feet above the sea level.

Barber's Point, Oahu.—There has been erected at the extreme southwest point of the island of Oahu (known as Barber's Point or Laeloa), a fixed white Fresnel Light of the fourth order, showing from all points of the compass. The Light is 43 feet above sea level, and is visible from a ship's deck in clear weather a distance of ten miles. The Tower is built of coral; the Lantern painted red.

Latitude $21^{\circ} 18'$ N. Longitude $158^{\circ} 6'$ W. from Greenwich. Distance from Honolulu Lighthouse about fourteen nautical miles.

The following are Magnetic bearings (variation $9^{\circ} 30'$ E.): Diamond Head N. 88° E. (the extreme point); Honolulu Lighthouse N. 79° E.; Ewa Church N. 41° E.

Molokai Point.—On the extreme southwest point of the island of Molokai (known as Lae o ka Laau) is a fixed white Fresnel light of the fourth order, showing from all points of the compass. The light is fifty feet above the sea level, and is visible from a distance of eleven miles. The tower is painted white, the lantern red, and is located in Latitude $21^{\circ} 6'$ N. and Longitude $157^{\circ} 18'$ W. From seaward the following are the magnetic bearings (varying 9° E.) extreme points of land being taken:

South point of Oahu N. 81° W.; East point of Oahu N. 66° W.; Mokapu, N. E. Oahu N. 56° W. N. W. point of Molokai N. 8° E.; Lahaina light S. 78° E.; N. E. point Lanai S. 72° E.; S. W. point Lanai S. 49° E. Mariners are especially ca-

tioned against confusing this with the N. W. point of Molokai, bearing as above, distant nine miles.

Lahaina, Maui.—A lighthouse has been erected at the landing, port of Lahaina. The window on the sea side of the light-room is of 20x24 inch glass, with red glass at the N. W. and S. E. ends. The colored glass stands at equal angles, side and front, and a vessel in ten fathoms of water will have two bright lights for about half a mile each way from directly in front of the lighthouse. At a greater distance, it will show a colored light until the lights almost appear like one, or the red light like a reflection from the other light. The light towards Molokai is the brightest, so that the lights now have the appearance of a large and small light close together. The lights stand about twenty-six feet above the water, and can be seen across the Lanai Channel.

Makena Point, Maui.—A beacon light station was erected a few years since at a point a little beyond Makee's landing, for the convenience and safety of inter-island steamers, but its exact locality, height, bearings and order of light adopted has never been gazetted.

Hilo Light, situate on Paukaa Bluff, has a double light on a new tower. The separate lights (white) are 18 inches apart on the horizontal line parallel with the coast. Height of bluff, 134 feet above sea level; height of tower, 25 feet; total elevation, 159 feet. From this light Leleiwi Point bears S. 83° E. magnetic; Makahanaloa Point bears N. 3° W. magnetic; latitude 19° 46' 10" N., longitude 155° 6' 35" W. magnetic; declination 8° 20' E. Distance to Hilo wharf (Anuenue street), 2½ sea miles.

Mahukona, Hawaii.—A new Lighthouse having a fixed white light has been erected at Mahukona, District of Kohala, Hawaii, in Latitude 20° 11' North; Longitude 155° 54' West, and one-third of a mile due South of the Mahukona Anchorage. The light tower is of stone, painted white and situate about seventy-five feet above sea level. The bearing from this tower to the Kawaihae Lighthouse is Southeast by South, magnetic, and the distance nine nautical miles.

Kawaihae, Hawaii.—For the anchorage at Kawaihae a white light, about fifty feet above the sea level, has been erected at a point bearing from the N. E. corner of the reef N. E. by N. ½ N. The light can be seen at a distance of ten miles out at sea. With this light bearing E. N. E. there is a good anchorage in eight fathoms of water, about a quarter of a mile from the shore. All bearings magnetic.

Our usual list of "Casualties of Shipping connected with ports of the Hawaiian Islands," for 1889, is deferred, to be included with next year's record, in the ANNUAL for 1891. Owing to press of other duties this record has not been compiled, but we believe we are safe in saying there has been no loss among the steam or sailing coasters during 1889. While the list of casualties is probably as large as preceding years, the general mild weather that has prevailed since last winter has materially modified the severity of the usual annual mishaps, until the disaster Dec. 22, 1889 at Kahului, Maui, in the total loss of the lumber laden bark *J. A. King*.

HAWAIIAN CUSTOMS TARIFF.

(Compared with recent laws, and revised.)

FREE IMPORTS BY CIVIL CODE.

- Animals, birds, bees, intended for improving the breeds.
- Bags and containers (old) returned, when accompanied by certificate of Hawaiian Consul.
- Books printed in Hawaiian.
- Catechu (See Tanning); coals, copper sheathing and all descriptions of sheathing metal.
- Diplomatic Representatives—All goods imported for their private use and consumption.
- Foreign Navies—All supplies when imported and used as such.
- Foreign Whalers—Merchandise imported by them in accordance with the provisions of Section 569 of the Civil Code.
- Gold and Silver coins.
- His Majesty—All goods or other articles imported for his use.
- Hawaiian Government—All goods or other articles imported for the use of the several departments of the government.
- Hawaiian Whalers—Oil, bone, fish or other products of the sea, being the catch of duly registered Hawaiian vessels.
- Household effects, old and in use, of persons arriving from abroad. Also the effects, not merchandise, of Hawaiian subjects dying abroad.
- Iron—All pig iron and plate iron of $\frac{1}{8}$ of an inch in thickness and upwards.
- Models of invention, if not fitted for use.
- Oak bark (See Tanning).
- Oil, bone, &c. (See Hawaiian Whalers).
- Plants and seeds, when not intended for sale.
- Philosophical, chemical and other apparatus for the use of schools and colleges.
- Returned cargo, being merchandise exported to a foreign country and brought back in the same condition as when exported, accompanied by certificate of Hawaiian Consul.
- Specie (See Gold and Silver coins).
- Specimens of botany, mineralogy, geology and other natural sciences imported for the use of schools and colleges.
- Tanning, certain material used in—Oak, bark, catechu and other substances containing "tannin."
- Tools of trade, professional books and implements in actual use of persons from abroad.
- Yellow metal (See Copper).

FREE IMPORTS FROM UNITED STATES BY TREATY.

(When properly certified to before the Hawaiian Consul at the nearest port of shipment.)

Agricultural implements; animals.

Bacon; bags (cotton of textile manufactures); beef; bells; books; boots and shoes; bran; bricks; bread and bread stuffs of all kinds; brass cocks; brushes; bullion; butter.

Cement; cheese; coal; cordage; copper and composition sheathing; cotton and manufactures of cotton, bleached and unbleached, and whether or not colored, stained, painted or printed; clocks, if without glass and of wood; cutlery.

Doors, sashes and blinds.

Edging, embroidery (if of cotton); eggs; engines and parts thereof.

Fish and oysters, and of all creatures living in the water, and the products thereof; fruits, nuts, and vegetables, green, dried or undried, preserved or unpreserved; flour; furs.

Grain; gloves, gimps, girdles (if of cotton); guns and pistols (unless mounted in ivory, rubber or nickel).

Ham; hardware; harness; hay; hides, dressed or undressed; hoop iron. Ice; iron and steel, and manufactures thereof; nails, spikes and bolts, rivets, brads and sprigs, tacks.

Lanterns (without glass); lard; leather, and all manufactures thereof; lumber and timber of all kinds, round, hewed, sawed, and manufactured in whole or in part; lime.

Machinery of all kinds; meal and bran; meats, fresh, smoked or preserved; mitts (if cotton); mattresses (all except hair).

Nails; naval stores, including tar, pitch, resin, turpentine, raw and rectified. Oats.

Pictures (on paper); purses (if of leather); picture frames; parasols and umbrellas (if of cotton); paper and all manufactures of paper or of paper and wood; petroleum; oils, illuminating or lubricating; organs; pianos; melodeons; plants, shrubs, trees and seeds; pork.

Rice. Salt; shooks; shoe horns (if of iron or steel); skins and pelts, dressed or undressed; staves and headings; starch; stationery; soap; sugar, refined or unrefined.

Tallow; textile manufactures made of a combination of wood, cotton, silk or linen, or of any two or more of them, other than ready-made clothing; toys (when made of wood, or of wood and metal, or iron or steel); tobacco, whether in leaf or manufactured.

Wagons and carts for the purpose of agriculture or of drayage; wood and manufactures of wood, or wood and metal, except furniture, either upholstered or carved, and carriages; wool and manufactures of wool, other than ready-made clothing.

For articles of Hawaiian produce admitted free under treaty into the United States, see page 116.

For full text of the Reciprocity Treaty with the United States, see ANNUAL for 1877.

DUTIABLE IMPORTS.

Alcohol and other spirits of the strength of alcohol, per gall..	\$10 00
Alcohol, provided that security be given that the same is intended for medicinal, mechanical or scientific purposes upon application in due form, to special licenses, per gall	1 00
Ale, porter, beer, cider, and fermented beverages below eighteen per cent. of alcoholic strength, per dozen reputed quartz.	40
per dozen reputed pints.....	20
per gallon in bulk	15
Ammunition, per cent. ad val.....	10
Bitters (See Brandy and Wine).	
Brandied Fruits (See Brandy).	
Brandy, gin, rum, whiskey, liqueurs, cordials, bitters, brandied fruits, perfumery, and other articles of merchandise, sweetened or mixed, containing alcohol or spirits, of the strength of thirty per cent. or upwards and not exceeding fifty-five per cent. of alcohol. per gall.....	3 00
Britannia ware, and fancy metal ware, per cent. ad val.....	10
Candies, per cent. ad val.....	25
Candles, per cent. ad val.....	10
Carriages of all descriptions, per cent. ad val.....	10
Clothing, ready-made, and wearing apparel of every description, made up in whole or in part, per cent. ad val.....	10
Crockery and glassware of all descriptions, per cent. ad val..	10
Cigars and cheroots per M, \$10 and per cent. ad val.....	25
Cigarettes and paper cigars, per cent. ad val.....	25
Coffee, the product of any country with which this government has no existing treaty, per pound.....	03
All other, per cent. ad val	10
Cordials (See Brandy and Wine).	
Drugs and medicines, patent and other, per cent. ad val.....	10
Fire-arms, per cent. ad val.....	10
Fire-works and fire-crackers, per cent. ad val.....	25
Furniture of all kinds, if upholstered or carved, manufactured in whole or in part, per cent. ad val.....	10
Gimps for clothing, per cent. ad valorem.....	10
Gloves and mitts not otherwise provided for, per cent. ad val.	10
Gin (See Brandy).	
Hats and caps of all kinds, per cent. ad val.....	10
Hooks and eyes, per cent. ad val.....	10
Hoop skirts, per cent. ad val.....	10
Insertions, laces and lace goods of all descriptions, per cent. ad val.....	10
Jewelry, and all descriptions of metal, glass or stone beads, per cent. ad val.....	10

Linens, and all manufactures of which flax, grass cloth, or a similar material shall form the principal part, per cent. ad val.....	10
Liqueurs (See Brandy).	
Matches of all kinds, per cent. ad val	10
Millinery goods, beads, braids, bonnets, buttons, corsets, collars, sleeves and cuffs, edgings, flowers (artificial), feathers (fancy), fringes for clothing and upholstery, per cent. ad val.....	10
Molasses and syrups of sugar, the product of any country with which this government has no existing treaty, per gal.....	10
All other, per cent. ad val.....	10
Paintings, pictures, engravings, statuary, bronzes, ornamental work of metal, stone, marble, plaster of Paris or alabaster, and all imitations thereof, per cent. ad val.....	10
Peanut oil, per cent. ad val.....	25
Perfumery (other than which pays a spirit duty); powders; hair, tooth, nail and other toilet brushes, per cent. ad val	10
Peppermint (See Brandy).	
Pipes and pipe fixtures, per cent. ad val.....	25
Playing cards, per cent. ad val.....	10
Porter (See Ale).	
Ribbons, not otherwise provided for, per cent. ad val.....	10
Rice, the product of any country with which this government has no existing treaty, cleaned, per lb. 1 ½c, in the husk, per lb.....	01
All other, per cent. ad val	10
Silks, satins and silk velvet, and all articles of which silk shall form the principal material, per cent. ad val.....	10
Sugar, the product of any country with which this government has no existing treaty, per lb.	02
All other, per cent. ad val	
Silverplate, plated ware or gilt ware, per cent. ad val.....	10
Soaps, per cent. ad val.....	10
Tea, per cent. ad val.	10
Toys, per cent. ad val.....	10
Tobacco (except China) and all manufactures thereof, per cent. ad val.....	15
Watches and clocks, in whole or in part, per cent. ad val....	10
Whiskey (See Brandy).	
Wines. Madeira, sherry, port, in all other wines, cordials, and bitters, and all other articles of merchandise containing alcohol, or preserved in alcohol or spirits, above twenty-one per cent. and below thirty per cent. of alcoholic strength, unless otherwise provided for, per gal....	2 00

Wines. Champagne, sparkling moselle and sparkling hock,	
per dozen reputed quarts	3 00
per dozen reputed pints	1 50
Wines. Claret, Rhine wine and other light wines, bitters and	
cordials under twenty-one per cent. of alcoholic strength,	
not otherwise provided for, per dozen reputed quarts	40
per dozen reputed pints	20
per gallon in bulk	15

Upon all other goods, wares and merchandise of whatever description, imported into this kingdom, there shall be levied, collected and paid, a duty of ten per cent. ad valorem, including all charges as per original invoice, except the following:

SPECIFIC LIST.

China tobacco, per lb.	\$0 50
Camphor trunks, per nest of 4.....	2 00
Camphor trunks, per nest of 2.....	1 00
China matting, per roll.....	2 00
Kid and all other leather and skin gloves, per doz. pair.....	3 00

All invoices of merchandise, presented at any of the custom houses of this kingdom for entry, must be accompanied by the certificate of the Hawaiian consul at the port of shipment, otherwise 25 per cent. will be added to the original value, and the usual duties levied on the increased value thereof.

HAWAIIAN PRODUCTS ADMITTED INTO THE UNITED STATES, FREE OF DUTY.

[Under the Reciprocity Treaty, from the Hawaiian Islands, when properly certified to before the U. S. Consul, or Consul's Agent at the port of shipment.]

Arrow-root; bananas; castor oil; hides and skins, undressed; pulu; rice; seeds, plants, shrubs or trees; mucovado, brown, and all other unrefined sugar, commonly known as "Sandwich Island sugar;" syrups of sugar cane, melado and molasses; tallow; vegetables, dried and undried, preserved and unpreserved.

For list of articles of American product admitted free under the treaty from the United States, see page 113.

ANCIENT JUSTICE.—Kamehameha, on conquering Oahu, appointed a chief named Kuihelani, as Governor, who shortly afterward died suddenly. Following the death of Kamehameha, Kawailepolepo, the son and heir of Kuihelani, was found guilty of murder, whereupon all the chiefs agreed that the whole of his lands should be forfeited, which was done.

MAIL STEAMERS TIME TABLE WITH SAN FRANCISCO FOR 1890.

(SUBJECT TO CHANGE.)

INWARD.			OUTWARD.		
STEAMER	Leaves San Fran	Due at Honolulu.	STEAMER	Leaves Honolulu.	Due at San Fran
Australia.....	Jan. 3	Jan. 10	Mariposa.....	Jan. 11	Jan. 18
Alameda.....	" 11	" 18	Australia.....	" 17	" 24
Australia.....	" 31	Feb. 7	Zealandia.....	Feb. 8	Feb. 15
Mariposa.....	Feb. 8	" 15	Australia.....	" 15	" 22
Australia.....	" 28	March 7	Alameda.....	March 8	March 15
Zealandia.....	March 8	" 15	Australia.....	" 22	" 29
Australia.....	" 28	April 4	Mariposa.....	April 5	April 12
Alameda.....	April 5	" 12	Australia.....	" 19	" 26
Australia.....	" 25	May 2	Zealandia.....	May 3	May 10
Mariposa.....	May 3	" 10	Australia.....	" 9	" 16
Australia.....	" 23	" 30	Alameda.....	" 31	June 7
Zealandia.....	" 31	June 7	Australia.....	June 6	" 13
Australia.....	June 20	" 27	Mariposa.....	" 28	July 5
Alameda.....	" 28	July 5	Australia.....	July 4	" 11
Australia.....	July 18	" 25	Zealandia.....	" 26	Aug. 2
Mariposa.....	" 26	Aug. 2	Australia.....	Aug. 1	" 8
Australia.....	Aug. 15	" 22	Alameda.....	" 23	" 30
Zealandia.....	" 23	" 30	Australia.....	" 29	Sept. 5
Australia.....	Sept. 12	Sept. 19	Mariposa.....	Sept. 20	" 27
Alameda.....	" 20	" 27	Australia.....	" 26	Oct. 3
Australia.....	Oct. 10	Oct. 17	Zealandia.....	Oct. 18	" 25
Mariposa.....	" 18	" 25	Australia.....	" 24	" 31
Australia.....	Nov. 7	Nov. 14	Alameda.....	Nov. 15	Nov. 22

HAWAIIAN REGISTER AND DIRECTORY FOR 1890.

The Court.

HIS MAJESTY, KALAKAUA, *b.* November 16, 1836; elected February 12, 1874, and inaugurated February 13, 1874. Son of Kapaakea and Keohokalole.

Her Majesty the QUEEN, *b.* December 31, 1835.

Her Royal Highness the Princess LILIUOKALANI, Heir Apparent, *b.* September 2, 1838; *m.* September 16, 1862, to the Honorable John Owen Dominis, K. G. C. of the Royal Orders of Kamehameha and Kalakaua; Kt. Com. of the Orders of Francis Joseph and Isabella Catolica; Member of the Privy Council of State, etc. Proclaimed Heir Apparent to the Throne, April 11, 1877.

Her Royal Highness the Princess VICTORIA-KAWEKIU-KAIULANI-LUNALILO-KALANINUI-AHIALAPALAPA, *b.* October 16, 1875, daughter of Her late R. H. Princess Likelike and Hon. A. S. Cleghorn, K.G.C., Member of the Privy Council of State.

Her Royal Highness VIRGINIA KAPOOLOKU POOMAIKELANI, sister to Queen KAPIOLANI, *b.* April 7, 1839.

His Highness Prince DAVID KAWANANAKOA, son of H. R. H. Princess Kekaulike, *b.* February 19, 1868.

His Highness Prince JONAH KUHIO KALANI-ANAOLE, son of H. R. H. Princess Kekaulike, *b.* March 28, 1870.

His Majesty's Chamberlain, COL. G. W. MACFARLANE.

His Majesty's Vice-Chamberlain, JAMES W. ROBERTSON.

His Majesty's Staff.

Cols. C P Iaukea, J H Boyd, G W Macfarlane, R. Hoapili Baker and Majors J D Holt, Jr., H F Bertelmann, and Capt. E. K. Lilikalani.

The Cabinet.

His Majesty, THE KING.

Minister of Foreign Affairs, His Ex Jona. Austin; Minister of the Interior, His Ex L A Thurston; Minister of Finance, His Ex S M Damon, Attorney-General, His Ex C W Ashford.

Privy Council of State.

His Majesty, THE KING.

Hons. C R Bishop, A S Cleghorn, J O Dominis, A F Judd, H A Widemann, H M Whitney, J A Cummins, G Rhodes, J M Smith, H A P

Carter, J S Walker, W J Smith, W P Wood, C H Judd, L McCully, W F Allen, D Kahanu, J E Bush, E Preston, C P Iaukea, G W Macfarlane, H Kuihelani, J L Kaulukou, P P Kanoa, W D Alexander, J Kaae, E K Lilikalani, P Neumann, S Parker, J T Baker, R H Baker, S M Damon, J K Kaunamano, A N Tripp, J G Hoapili, F H Hayselden, W G Irwin, D H Nahinu, Geo Richardson, A Rosa, J B Atherton, J T Waterhouse Jr, W E Rowell, J Ena. C P Iaukea, Secretary.

Department of Judiciary.

SUPREME COURT.

Chief Justice.....Hon A F Judd
First Associate Justice.....Hon L McCully
Second Associate Justice.....Hon E Preston
Third Associate Justice.....Hon R F Bickerton
Fourth Associate Justice.....Hon S B Dole
Clerk.....H Smith
Deputy Clerk.....J H Reist
2d Deputy Clerk.....A W Carter
Hawaiian Interpreter.....W L Wilcox
Chinese Interpreter.....L Cheung
Portuguese Interpreter.....J M Vivas

Circuit Judges.

Second Circuit, Maui.....Hon Geo Richardson
Third Circuit, Hawaii.....Hon F S Lyman
Fourth Circuit, Kauai.....Hon S L Austin
.....Hon J Hardy

CLERKS OF CIRCUIT COURTS:

Goodale Armstrong, Second Circuit; Daniel Porter, Third Circuit; R W T Puvis, Fourth Circuit.
Clerk Police Justice Honolulu.....W S Wond

District Justices.

OAHU.

Wm Foster, Police Justice.....Honolulu
M Mahelona.....Ewa
J P Kama.....Waianae
J Kaluhi.....Koolauloa
S H Kalamakee.....Waialua
F Pahia.....Koolaupoko

MAUI.

A N Kipoikai, P J.....Wailuku
D Kahaulelio, P J.....Lahaina
Chas Copp.....Makawao
S W Kaai.....Hana
M Kealoha.....Honuaula
W A Kukamana.....Molokai
R W Meyer.....Leper Settlement, Molokai
S Kahoonalalaha.....Lanai

KAUAI.

S R Hapuku, P J.....Lihue
A W Maioho.....Koloa
R Puuki.....Hanalei
J K Kapuniai.....Waimea
G S Gay.....Niihau
J W Lota.....Kawaihau

HAWAII.

G W A Hapai, P J.....1st District, Hilo
Jos P Sisson.....2nd District, Hilo
R H Atkins.....North Kohala
S H Mahuka.....South Kohala
E W Barnard.....North Hilo
Edwin Thomas.....Hamakua
Jas M Kauwila.....Puna
J H S Martin.....Kau
Kekani Pa.....East Kau
S B Kaalawamaka.....North Kona
S M Keko.....South Kona

Department of Foreign Affairs.

Minister of Foreign Affairs, His Ex Jona Austin
Secretary of Department.....H W Mist
Clerks of Department.....W H Wright, Ed Stiles

Diplomatic Representatives Accredited to the Court of Hawaii.

United States Minister Resident—His Ex J L Stevens; residence, Nuuanu street.
Great Britain—Commissioner and Consul-General, Jas Hay Wodehouse; residence, Emma street.
France—Consul and Commissioner, M G G D d'Anglade; Chancellor, Mons Leon Bellaguet.
Portugal—Commissioner and Consul, Senhor A de Souza Canavarro; residence, Beretania street.
Japan—Diplomatic Agent and Consul-General, Taro Ando; residence, Nuuanu Valley. Viscount T Torie, Acting.

Foreign Consuls, Etc.

United States—Consul-General, H W Severance; Vice and Deputy Consul-General, A W Richardson.
Italy—F A Schaefer, (Dean of the Consular Corps) Chili.....F A Schaefer
German Empire.....H F Glade
Sweden and Norway.....H W Schmidt
C Bolte, Acting.
Denmark.....H R Macfarlane
Peru.....A J Cartwright
Belgium.....J F Hackfeld
Netherlands.....J H Patey
Spain, Vice-Consul.....R W Laine
Austro-Hungary.....H F Glade
Russia, Acting Vice-Consul.....J F Hackfeld
Great Britain, Vice-Consul.....T R Walker
F M Swanzy, Acting.
Mexico.....R W Laine
Japan.....
(Secretaries of Consulate: F Tanno, T Takasugi and S Ban, K Furukawa).
China—Commercial Agent, C Alee; Assistant Commercial Agent, Goo Kim.
United States Cons'l'r Ag't, Hilo.....C Furneaux
U S Consular Agent, Kahului.....A F Hopke
U S Consular Agent, Mahukona.....C L Wright

Diplomatic and Consular Representatives of Hawaii Abroad.

In the United States.

United States—His Ex Hon H A P Carter, Envoy Extraordinary and Minister Plenipotentiary, Washington, D C
New York—E H Allen, Consul-General.
San Francisco—D A McKinley, Consul-General for the Pacific States: California, Oregon and Nevada and Washington Territory.
Philadelphia.....Robert H Davis, Consul
Boston.....Lawrence Bond, Consul
Portland, Or.....J McCracken, Consul
Port Townsend, W T.....James G Swan, Consul

Mexico, Central and South America.

U S of Mexico, Mexico—Col W J De Gress, Consul; Anastasio Obregon, Vice-Consul.
Manzanillo.....Robert James Barney, Consul
Guatemala.....Henry Tolke, Consul
Peru, Lima—R H Beddy, Charge d'Affaires and Consul-General.
Callao, Peru.....S Crosby, Consul
Chile—Valparaiso, D Thomas, Charge d'Affaires and Consul-General.
Monte Video, Uruguay, Conrad Hughes, Consul

Great Britain.

London.....A Hoffnung, Charge d'Affaires
Secretary of Legation, B Francis Hoffnung,
(Acting Charge d'Affaires).
Manly Hopkins, Consul.
Liverpool.....Harold Janion, Consul
Bristol.....Mark Whitwell, Consul
Hull.....W Moran, Consul
Newcastle on Tyne.....E Biesterfeld, Consul
Falmouth.....W S Broad, Consul
Dover, (and the Cinque Ports), Francis William
Prescott, Consul.
Cardiff and Swansea.....H Goldberg, Consul
Edinburgh and Leith.....E G Buchanan, Consul
Glasgow.....Jas Dunn, Consul
Dundee.....J G Zoller, Consul
Dublin.....R Jas Murphy, Vice-Consul
Queenstown.....Geo B Dawson, Consul
Belfast.....W A Ross, Consul

British Colonies.

Toronto, Ontario, J E Thompson, Consul-General
Geo A Shaw, Vice-Consul.
Montreal.....Dickson Anderson, Consul
Belleville, Ontario, Alex Robertson, Vice-Consul
Rochville, Ontario.....J D Buell, Vice-Consul
Kingston, Ontario, Geo Richardson, Vice-Consul
Rimouski, Quebec, J N Pouliot Q C, Vice-Consul
St John's, N B.....Allan O Cruikshank, Consul
Yarmouth, N S.....Ed F Clemen s, Vice-Consul
Victoria, B C.....R P Rithet, Consul
Sydney, N S W.....E O Smith, Consul-General
Melbourne, Victoria.....Capt G N Oakley, Consul
Brisbane, Queensland.....Alex B Webster, Consul
Hobart, Tasmania, Captain Hon. Audley Coote,
Consul
Launceston.....Geo Collins, Vice-Consul
Newcastle, N S W.....Henry F Stokes, Consul
Auckland, N Z.....D B Cruikshank, Consul
Dunedin, N Z.....Henry Driver, Consul
Hongkong, China, Jno B Irving, Consul-General
Shanghai, China, J Johnstone Keswick, Consul

France and Colonies.

Paris.....Alfred Houle, Charge d'Affaires
and Consul-General
Marseilles.....Albert Couve, Consul
Bordeaux.....Ernest de Boissac, Consul
Rouen.....Charles Schaessier, Consul
Tahiti, Papeete.....Joseph T Cognet, Consul

Germany.

Bremen.....John F Muller, Consul
Hamburg.....Edward F Weber, Consul
Frankfort-on-Maine.....Joseph Kopp, Consul
Dresden.....Augustus P Russ, Consul
Karlsruhe.....H Muller, Consul

Austria.

Vienna.....V von Schonberger, Consul

Spain and Colonies.

Barcelona.....Enrique-Minguez, Consul-General
Cadiz.....W Shaw, Consul
Valencia.....Vicente Chust, Consul
Malaga.....F T De Navarra, Consul
Cartagena.....J Paris, Consul
Las Palmas, Gran Canaria, Luis Falcon y Que-
vedo, Consul; J Bravo de Laguna, Vice-Consul
Santa Cruz.....B M y Battaller, Vice-Consul

Portugal and Colonies.

Lisbon.....A Ferreira de Serpa, Consul-General
Oporto.....Narcizo T M Ferro, Consul
Madeira.....Henry Hempel, Consul
St Michaels.....Richard Seeman, Consul
St Vincent, Cape de Verde Islands, Clarimundo
Martins, Vice-Consule.

Italy.

Rome...James Clinton Hooker, Consul-General
Genoa.....Raphael de Luchi, Consul
Naples.....Lorenzo Colombo, Consul
Palermo.....Argelo Tagliavia, Consul

Holland.

Amsterdam.....H F Schomerus, Consul-General
Dordrecht.....Jan Dirk van der Made, P R-zn,
Vice-Consul.

Java.

Batavia.....Chas Mackenzie, Consul

Belgium.

Antwerp.....Vic or Forge, Consul-General
Ghent.....E Coppieters, Consul
Liege.....Jules Blaupain, Consul
Bruges.....Emile Van den Brande, Consul

Sweden and Norway.

Stockholm.....H A Burger, Consul-General
Christiania.....L Samson, Consul
Lyskil.....H Bergstrom, Vice-Consul
Gothemburg.....Gustav Kraak, Vice-Consul

Denmark.

Copenhagen....., Consul-General

Japan.

Tokio, His Excellency R Walker Irwin, Minister
Resident.
Hiogo and Osaka.....Samuel Endicott, Consul

South African Republic.

Pretoria.....H D Schmall, Consul-General

Interior Department.

Minister of Interior.....His Ex L A Thurston
Chief Clerk of Department.....J A Hassinger

Clerks.....
J H Boyd,
G E Smithies,
M K Keohokalole,
J G Rothwell,
C F Peterson.

Registrar of Conveyances.....Thos G Thrum
Deputy Registrar.....Malcolm Brown
Supt Public Wks and Civil Eng'g.....W E Rowell
Superintendent Water Works.....C B Wilson
Clerk of Water Works.....A Lucas
Supt Electric Lights.....W V Lockwood
Commissioner of Patents.....Jona Austin
Road Supervisor, Honolulu.....H F Hebbard

List of Government Surveying Corps.

W D Alexander.....Surveyor-General
J F Brown.....Assistant in charge of gov't lands
F S Dodge.....Assistant in charge of office
C J Lyons.....Assistant
J S Emerson } Assistants in charge of field parties
E D Baldwin }
Chas Notley, Jr }
H E M Alexander }Sub-Assistants
W F Thrum }
W E Wall }

Post Office Department.

F Wundenburg.....Postmaster-General
D Manaku.....Assistant Postmaster-General
A B Scrimgeour.....Book-keeper and Cashier
Henry Poor.....Savings Bank Department
Z K Meyers.....Money Order Department
O C Swain.....General Delivery Department

Board of Immigration.

His Ex L A Thurston President
 Members—J S Walker, A S Cleghorn, J B Atherton,
 J L Kaulukou.
 J G Rothwell Secretary
 C N Spencer Inspector-General Immigrants
 G O Nacayama Inspector-in-Chief of Japanese
 Immigrants.
 K Katsura, N Igarishi, S Kimura Inspector
 for Japanese.
 Sub-Inspectors of Japanese—Drs M Kawada, K
 Kimashima, S Muraura, T Mitamura, S Nodda
 K Yoshida, N Akisu, K Komai.
 Ernest Hutchison Inspector for Portuguese

Board of Health.

President
 Members: His Ex L A Thurston, His Ex S M
 Damon, J T Waterhouse, W E Rowell.
 Secretary G C Potter
 Agents C B Reynolds; Asst S Ku

GOVERNMENT PHYSICIANS.

OAHU—Honolulu, Dr J H Kimball; Waialua, Dr
 L F Alvarez.
 KAUAI—Waimea, Dr D Campbell; Hanalei,
 Dr R Jones; Puna, Dr St D G Walters;
 Koloa, Dr Jared K Smith.
 MAUI—Makawao, Dr A A Crane; Hana, Dr T
 Allen; Wailuku, Dr Geo Herbert; Lahaina, Dr

HAWAII—Hamakua, Dr C B Greenfield; Hilo,
 Dr F M Wetmore; Kau, Dr G Foore; Kohala,
 Dr B D Bond; Kona, Dr W A Mack.
LEPER SETTLEMENT AND ISLAND OF MOLOKAI
 —Dr S B Swift, Dr A Lutz.

Board of Education.

President Chas R Bishop
 Members—W W Hall, W D Alexander, S M
 Damon,
 Inspector General of Schools A T Atkinson
 Secretary W J Smith

School Agents in Commission.**HAWAII.**

Hilo L L Severance
 Puna J E Eldarts
 Kau C Meinecke
 North and South Kona H N Greenwell
 South Kohala Miss E W Lyons
 North Kohala Dr B D Bond
 Hamakua R A Lyman

MAUI.

Lahaina and Lanai T E Evans
 Wailuku A Barnes
 Hana T Wills
 Makawao C H Dickey
 Molokai R W Meyer

OAHU.

Honolulu W J Smith
 Ewa and Waianae W J Smith
 Waialua J F Anderson
 Koolauloa W C Lane
 Koolaupoko (acting) W J Smith

KAUAI.

Waimea and Niihau T H Gibson
 Koloa, Lihue J K Burkett
 Hanalei Chas Koelling
 Kawaihau G E Fairchild

Commissioners of Private Ways and Water Rights.**HAWAII.**

Hilo J T Brown
 Hamakua R A Lyman
 North Kohala E C Bond
 South Kohala Z Pakiki
 Kau J H S Martin
 Puna A W Maioho

MAUI.

Lahaina M Makalua
 Wailuku E Bal
 Makawao J Keohokaua, Kekaha
 Hana S W Kaai
 Kaanapali J A Kaukau
 Molokai D Kailua

OAHU.

Kona P Jones
 Koolaupoko G Barenaba
 Koolauloa J Kaluhi
 Waialua S N Emerson
 Ewa and Waianae J Kekahuna

KAUAI.

Koloa and Lihue S R Hapuku
 Waimea E L Kauai
 Hanalei S N Kaneole

Road Boards.**HAWAII.**

Hilo C C Kennedy, W W Goodale, J Scott
 North Hilo T Hind, C McLennan
 Puna J C Elderts, W H Shipman, R Rycroft
 Kau E W Fuller, H Center, H Martin
 Hamakua J M Horner, A Moore
 W Horner.

N Kohala H P Wood, H H Renton, R Hall
 S Kohala P Jarrett, Z Paakiki, J Bright
 N Kona J Kaelemakule, S P Kaalawamaka, J
 H Waipulani.

S Kona S Kekumano, J Kneo, J W Kuaimoku

MAUI.

Lahaina A Hanneberg, W Y Horner
 Wailuku W H Cornwell, R D Walbridge, H
 Morrison.

Hana D Center, O Unna, P M Rooney
 Makawao J W Colville, L von Tempsky, A von
 Gravemeyer.

Molokai R W Meyer, W A Kukamama, S
 Kekahuna.

OAHU.

Koolaupoko G R Ewart, J Olds, D L Stewart
 Koolauloa Rev S Kapu, W King, Naimoa
 Waialua R Halstead, W A Buick, A Cox
 Ewa and Waianae A J Campbell, A Ahrens,
 Geo Campbell.

KAUAI.

Koloa J K Smith, A Cropp, A Dreier
 Lihue S W Wilcox, R W T Purvis, S Kain
 Kawaihau Z S Spalding, S Hundley, D Lovell
 Hanalei C Koelling, J C Long, H H Garstine
 Waimea E Kopke, W D Schmidt, F W Glade
 Niihau G S Gay, M W Keale, J B Kaomea

Prison Inspectors.

M M Scott, Jno Emmeluth, T R Walker

Commissioners of Crown Lands.

His Ex S M Damon, His Ex Jona Austin, Col
 C P Iaukea. Agent

Commissioners of Boundaries.

Hawaii.....	F S Lyman
Maui, Molokai and Lanai.....	S F Chillingworth
Oahu.....	Wm F ster
Kauai.....	J Hardy

Commissioners of Fences.**HAWAII.**

Hilo.....	C E Richardson, B Brown, S L Austin
Hamakua.....	R A Lyman, J K Kaunamano, J R Mills.
North Kona.....	G McDougall, E Kahulanui, J G Hoapili.
South Kona.....	M Barrett, J W Smith S Keku- mano.
North Kohala.....	James Kaai, Charles Stillman, R Hind, Jr.
South Kohala.....	S H Mahuka
Kau.....	D W Kaaemoku, C Meinecke, N C Haley

MAUI.

Lahaina.....	K Nahaolelua, E S Kaiue, ———
Wailuku.....	W A McKay, N Kepoikai, W B Keanu.
Makawao.....	C Copp, S F Chillingworth, W P A Brewer.
Hana.....	O Unna, J Nakela, P K Kaumakaole
Molokai.....	D Kailua, J Kaoo, J H Mahoe

OAHU.

Kona.....	D Kahanu, P Jones, W S Wond
Ewa and Waianae.....	—————
Waialua.....	H Wharton, J Amara, J F Anderson.
Koolauloa.....	J Kaluhi, J L Naili, W C Lane
Koolaupoko.....	R Mukahalupa, Barenaba, M Rose

KAUAI.

Kawaihau.....	J P Kaumualihi, Napalehua, J M Kealoa.
Koloa and Lihue.....	S Kau, E Kopke, J Gandall

Agents to Grant Marriage Licences.**Hawaii—**

Hilo.....	D B Wahine, B Naaikauna, L Severance, D H Hitchcock, L Kaapa, K M Koahou, E W Barnard.
Hamakua.....	J N Haena, S B Kaleo, M Beniamina, W A Mio.
North Kohala.....	Jno Nalii, W J Brodie, E de Harne, D S Kahockano.
South Kohala.....	James Bright
North Kona.....	J Kaelemakule
South Kona.....	Jos Kaeo, J W Maele, S W Kino
Puna.....	D Kapele
Kau.....	T C Wills, C Meinecke

Maui—

Wailuku.....	J W Kalua, Chas Wilcox, J Haole
Lahaina.....	D Kahaulelio
Makawao.....	H P Kelikipi, H Kawainaka, Jas Anderson, M Naaieono, G Heinemann.
Hana.....	P Kama, P Momoa, S W Kaai, D W Napihao, J Nakila Jr
Kaanapali.....	S M Sylva
Molokai.....	R W Meyer, D Kalua
Lanai.....	—————
Oahu.....	—————

Kona.....	W O Atwater, W J Smith, C T Gulick, J H Boyd, P Jones.
Koolaupoko.....	E P Aikue
Koolauloa.....	W C Lane, J L Naili, J Kekuku
Ewa and Waianae.....	J P Kama, D Malo
Waialua.....	J F Anderson

Kauai—

Koloa.....	A W Maioho
Waimea.....	S Ekaula, E L Kauai
Hanalei.....	J Kakina, Naoheui
Lihue.....	J Kala, P P Kanoo
Kawaihau.....	G B Palohau
Niihau.....	F Sinclair, G S Gay

Agents to Take Acknowledgments to Instruments.**ISLAND OF OAHU.**

Honolulu.....	M Brown, J Austin, F M Hatch, W A Whiting, A S Hartwell, V V Ashford, F W Macfarlane, J M Vivas, P Jones, W L Wil- cox, W L Holokahiki, J M Kaneakua, S M Kaukai, D Dayton, E Johnson.
Ewa.....	L K Halualani
Waianae.....	A K Hapai
Waialua.....	S N Emerson, S K Mahoe
Koolauloa.....	W C Lane, H Kauaihihi, E P Aikue
Koolaupoko.....	G Barenaba, A Ku

ISLAND OF MAUI.

Lahaina.....	H Dickenson, T E Evans
Kaanapali.....	D M Kalama
Honuaula.....	S P Halama
Wailuku.....	T W Everett, J W Kalua, H G Tread- way, W S Maule.
Makawao.....	S F Chillingworth, J Kalama, G Heinemann.
Hana.....	J Grunwald, J Gardner, S W Kaai
Kaupo.....	J Kawaiaea, T Wills
Koolau.....	Jas Saunders
Kipahulu.....	J Nakila, Jr

MOLOKAI AND LANAI.

Molokai—	Kalae, R W Meyer, Pukoo, S P Ku- pihea; Halawa, M Kane; Kalaupapa, Ambrose Hutchinson.
Lanai.....	J J Moorhead

ISLAND OF HAWAII.

N Kohala.....	D S Kahookano, W J Brodie, J W Moanuali.
S Kohala.....	F Spencer, Geo Bell, J Bright Miss E W Lyons.
Hamakua.....	R A Lyman, J R Mills, Chas Williams, G W Paty.
Hilo.....	W C Borden, G W A Hapai, A B Loeben- stein, J Nawahi, S W Pa, J A Low, D I Wai lani.
Puna.....	J Kauwila
Kau.....	C Meinecke, W Kaaemoku
S Kona.....	J G Hoapili, E M Jones
N Kona.....	D Alawa, J K Nahale
North and South Kona.....	Geo F Carsley

ISLAND OF KAUAI.

Ko'oa.....	E Strehz
Waimea.....	L H Stolz, E L Kauai
Lihue.....	S W Wilcox, J B Hanaike
Hanalei.....	J C Long, J B Alexander, J Radway
Kawaihau.....	G B Palohau, L K Kaumualihi, J M Kealoa.
Niihau.....	J B Kaomea

Inspectors of Animals.

Oahu.....	Dr Rowatt, V S, J H Brown, P Isenberg Jr.
Hawaii.....	W H Shipman, A Wall, C E Richardson
Maui.....	W Marshall, S F Chillingworth, W P A Brewer.
Kauai.....	S Hundley, L Kahlbaum

Notaries Public.

Hawaii... H P Wood, J R Mills, D Porter, E W Barnard, A E Hitchcock, Thos Aiu, J Kaao, W Kaamoku, J H Waipuilani, W J Wright, S H Haheo, J S Smithies, W L Eaton, G W Paty.
 Maui... J P Silva, C H Dickey, W H Halstead, T E Evans, Chas Wilcox, W P Fennell.
 For Maui, Molokai and Lanai... W F Mossman
 Oahu... J H Paty, C T Gulick, S B Dole, Jas M Monsarrat, M Brown, T W Hobron, V V Ashford, W Foster, C L Carter, J L Kaulukou, N M Lowrey, J A Magooa, G K Wilder, W C Achi, J M Camara Jr
 Kauai... L H Stolz, V Knudsen, J D King, J C Long.

Agents to Acknowledge Contracts for Labor.

Oahu—Honolulu, C T Gulick, J A Hassinger, J W Robertson, Samuel Kuula, Chas Phillips, Moses Keliia, John Lucas, W S Wond, W H Tell, F S Lyman Jr.
 Waialua—C H Kalama, S N Emerson, S K Mahoe, H N Kahulu.
 Koolauloa—M Makuuau, W C Lane, M Ka-anuu.
 Koolaupoko—A Ku, G Barenaba, E P Edwards Ewa and Waianae... J D Holt, J K Kaanaana
 Hawaii—Hilo, L Severance, S W Pa, E Kahale-ohu, A B Loebenstein, D B Wahine, J Mat-ton, D I Wailani.
 Kona... J G Hoapili, John Nahinu, J W Smith Hamakua... J P Leiahi, Kimo, J Waiohinu N Kohala... W J Brodie, H Rickard, D S Ka-hookano, J W Moanauli, W L Eaton, W J Wright.
 S Kohala... Geo Bell, Jas Bright, J Jones Kau... J N Kapahu, E Smith, W Kaamoku, R Zeigler, J K Kekaula, A Mock.
 Puna... J N Kamoku
 Maui—Lahaina... T J Hayselden, K Nahaolelua, S L Kalaikini, J Kulailua.
 Wailuku... M P Waiwaiole, H G Treadway, J W Kalua, W H Makakua, S P Kalama, W S Maule, S E Kaleikau.
 Makawao... J K Smyth, Keliikipi, P Keapuni Hana... F Wittrock, P Kaiumakaole, Kahele, Jr, B K Kaiwiae, J Murdock, J Hakila.
 Molokai... Geo Kekipi, S K Piipoo
 Kauai—Koloa, E Strehz, H C Norton, E Kaaloa Lihue... J B Hanaike, C H Wills, H K Kahale Hanalei... J W Loka, J Kakina, J Kukuia, J H Mahoe, J B Alexander.
 Waimea... J H Kapukui, S E Kaula, I H Kaupuwai.
 Kawaihau... E Kaiu, J M Kealoha Niihau... J M Kaomea

Department of Finance.

Minister of Finance... His Ex S M Damon
 Registrar of Public Accounts... F S Pratt
 Auditor General... Geo J Ross
 Collector General of Customs... A S Cleghorn
 Clerk of Registrar... Alex Robertson
 Tax Assr and Collr, Oahu... C A Brown
 " " Maui... H G Treadway
 " " Hawaii... H C Austin
 " " Kauai... J K Farley
 Collector Port of Hilo... L Severance
 Collector Port of Kahului... W F Mossman
 Collector Port of Lahaina (ex-officio) T W Everett

Collector Port of Mahukona... J S Smithies
 Collector Port of Kealakekua... H N Greenwell
 Collector Port of Kawaihae...
 Collector Port of Koloa... E Strehz
 Port Surveyor, Kahului... J T Aluli
 Port Surveyor, Hilo... J Stuppelbeen

Customs Department, Honolulu.

Collector... A S Cleghorn
 Deputy Collector... G E Boardman
 1st Statistical Clerk... W Chamberlain
 2nd Statistical Clerk... O Stillman
 3rd Statistical Clerk... J B Gibson
 1st Entry Clerk... H W Auld
 2nd Entry Clerk... C E Coville
 Store Keeper... F B McStocker
 Assistant Store Keeper... E Langley
 Harbor Master... Captain A Fuller
 Pilots—Captains A McIntyre, W Babcock, P P Shepherd.
 Port Surveyor... F Turrill
 Guards—J Crowder, G Parminter, C L Crabbe
 Geo Gray, E Van Dorn, J Good, Jr.

Department of Attorney-General.

Attorney-General... His Ex C W Ashford
 Deputy Attorney-General... A P Peterson
 Marshal of the Hawaiian Islands... Jno H Soper
 Deputy Marshals... Chas Creighton, C L Hopkins
 Clerk to Marshal... S F Graham
 Second Clerk... J D Holt
 Sheriff of Hawaii... E G Hitchcock
 Sheriff of Maui... T W Everett
 Sheriff of Kauai... S W Wilcox
 Jailor of Oahu Prison... Capt M Staples

Oahu—Deputy Sheriffs, Ewa, J Alapai; Waianae, S K Hui; Waialua, J Amara; Koolauloa, H Kauaihilo; Koolaupoko, D Crowningburg.
 Kauai—Sheriff, S W Wilcox; Deputy Sheriffs, Lihue, C H Willis; Koloa, E Kaaloa; Waimea, L H Stolz; Hanalei, J C Long; Kawaihau, S Kaiu.

Molokai—Deputy Sheriff, Pukoo, E Lililehua.

Maui—Sheriff, T W Everett; Deputy Sheriffs, Lahaina, —; Wailuku, S F Chillingworth; Makawao, Lorrin Andrews; Hana, M H Reuter.

Hawaii—Sheriff, E G Hitchcock; Deputy Sheriffs, North Hilo, — Swain; Hamakua, R A Lyman; South Kohala, James Bright; North Kohala, Ashford Spen er; North Kona, Kilinahe; South Kona, Lakale; Kau, J Searle; Puna, J E Eldarts.

Chamber of Commerce.

President... C R Bishop
 Vice-President... F A Schaefer
 Secretary and Treasurer... J B Atherton

Board of Underwriters—Agencies.

Boston... C Brewer & Co
 Philadelphia... C Brewer & Co
 New York... A J Cartwright
 Liverpool... T H Davies & Co
 Lloyds, London... T H Davies & Co
 San Francisco... H Hackfeld & Co
 Bremen, Dresden, Vienna... F A Schaefer

Honolulu Board of Underwriters.

F A Schaefer... President
 J H Paty... Vice-President
 C O Berger... Secretary and Treasurer

Packet Agencies.

Boston Packets.....C Brewer & Co
 Planters' Line, San Francisco.....C Brewer & Co
 Pioneer, Liverpool.....T H Davies & Co
 Merchants' Line, San Francisco.....Castle & Cooke
 New York Line.....Castle & Cooke
 Oceanic S S Co's Line.....W G Irwin & Co
 Liverpool.....G W Macfarlane & Co
 Glasgow.....G W Macfarlane & Co
 Pacific Mail S S Company.....H Hackfeld & Co
 Oriental and Oceanic S S Co.....H Hackfeld & Co
 Bremen Packets.....H Hackfeld & Co
 Hawaiian Packet Line.....H Hackfeld & Co
 Glasgow and Honolulu.....F A Schaefer & Co

Honolulu Fire Department.

Organized 1851. Biennial Election of Engineers

First Monday in December.

Officers for 1890-92:

Chief Engineer.....C B Wilson
 First Assistant Engineer.....Geo Norton
 Second Assistant Engineer.....Jas H Boyd
 Secretary and Treasurer.....Henry Smith
 Fire Marshal and Survey Engineer.....J C White
 Honolulu Engine Company No 2 (steam) formed
 1850, organized July 18, 1855. Annual election
 of officers, first Wednesday in July.

Mechanic Engine Company No 2, (steam) organized
 December, 1850, admitted February 3,
 1850. Annual election of officers, first Wednesday
 in February.

Hawaii Engine Co No 4, (steam) organized
 February, 1861. Annual election of officers, first
 Tuesday in February.

China Engine Company No 5 (steam), organized
 February, 1879.

Protection Hook and Ladder Company No 1,
 re-organized September, 1857. Annual election
 of officers, first Monday in September.

Fire Wards of Honolulu.

- No. 1—Bounded by School, Likelike, Judd and
 Punchbowl streets.
 No. 2—Bounded by Beretania, Liliha, School
 and Fort streets.
 No. 3—Bounded by King, Beretania and Fort
 streets.
 No. 4—Bounded by Water Front, King and Fort
 streets.
 No. 5—Bounded by Water Front, Fort, King
 and Richard streets.
 No. 6—Bounded by King, Fort, Beretania and
 Richard streets.
 No. 7—Bounded by Beretania, Fort, School and
 Punchbowl streets.
 No. 8—Bounded by Water Front, Richards,
 Beretania and Punchbowl streets.
 No. 9—Bounded by Water Front, Punchbowl
 and Victoria streets.
 No. 10—Bounded by King, Victoria and Piikoi
 streets.
 No. 11—Bounded by Piikoi, Wilder avenue and
 Punahou streets.
 No. 12—Beyond Punahou street.
 No. 13—The Harbor.

Queen's Hospital.

ERECTED IN 1860.

President.....HIS MAJESTY THE KING
 Vice-President.....C R Bishop
 Sec'y.....F A Schaefer | Treas.....J H Paty
 Auditor.....J S Walker
 Physicians.....R McKibbin, Jno Brodie
 Executive Committee—C R Bishop, J H Paty,
 F A Schaefer, A J Cartwright, A S Cleghorn.

American Relief Fund.

Organized 1864. Meets annually February 22

President.....A J Cartwright

Vice-President.....

Secretary and Treasurer.....C R Bishop

British Benevolent Society.

Organized 1860. Meets annually April 23.

President.....J H Wodehouse

Vice-President.....Rev A Mackintosh

Sec'y.....T R Walker | Treas.....A S Cleghorn

British Club.

Organized 1852. Premises on Union Street, two
 doors below Beretania.

President.....A S Gleghorn

Sec'y.....G Brown | Treas.....J G Spencer

Managers—A S Cleghorn, Godfrey Brown, F M

Swanzy, J G Spencer, A Jaeger, Dr Robt

McKibbin.

Mechanics' Benefit Union.

Organized 1856.

Pres.....T R Lucas | Vice-Pres.....J H Black

Sec'y.....Wm Auld | Treas.....J F Colburn

Ex Com.....T. Sorrenson, Chairman

German Benevolent Society.

Organized August 22, 1856.

President.....J F Hackfeld

Secretary.....John F Eckart

Treasurer.....F Klause

Portuguese Ladies' Benevolent Society.

Organized December, 1886.

President.....Mrs M Canavarro

Vice-President.....Mrs E S Cunha

Secretary.....Mr. F Rodriguez

Treasurer.....E Hutehinson

Portuguese Mutual Benevolent Society of Hawaii.

Organized January, 1882.

President.....J A M Ozorio

Vice-President.....A F Medeiros

Secretary.....J G Silva

Treasurer.....M A Gonsalves

San Antonio Benevolent Society.

Organized December, 1876.

President.....M J de Silva

Vice-President.....M A Peixoto

Secretary.....M D Corraer

Treasurer.....Cesar L Brito

Stranger's Friend Society.

Organized 1852. Annual Meeting in June.

President.....Mrs J M Damon

Vice-Presidents.....Mrs A Mackintosh, Mrs T H

Hobron.

Secretary.....Mrs S M Damon

Treasurer.....Mrs S E Bishop

Directress.....Mrs S H Dowsett

Sailors' Home Society.

Organized 1853. Meets annually in December.

President.....C R Bishop

Sec'y.....F A Schaefer | Treas.....J H Paty

Ex Com, S M Damon, J B Atherton, C M Cooke

Mission Children's Society.

Organized 1851. Annual Meeting in June.

President.....	Prof A B Lyons
Vice-President.....	Rev S E Bishop
Recording Secretary.....	L C Lyman
Cor Secretary.....	Mrs L B Coan
Executive Members.....	Mrs A B Lyons, and Mr C L Carter.
Treasurer.....	F J Lowrey

Board of Hawaiian Evangelical Association.

Originally organized 1823.

Constitution revised 1863. Annual meeting June	
President.....	Hon A F Judd
Vice-President.....	H Waterhouse
Corresponding Secretary.....	Rev O P Emerson
Recording Secretary.....	Rev C M Hyde, D D
Treasurer.....	W W Hall | Auditor..... P C Jones

Woman's Board of Missions.

Organized 1871.

President.....	Mrs H Bingham
Recording Secretary.....	Mrs S E Bishop
Home Cor Sec'y.....	Miss E B Knight
Foreign Cor Sec'y.....	Miss H S Judd
Treasurer.....	Mrs B F Dillingham
Auditor.....	W W Hall

Missionary Gleaners—Branch of Woman's Board.

President.....	Miss N M Lowrey
Vice-President.....	Miss J S Parke
Rec Secretary.....	Miss Agnes Judd
Cor Secretary.....	Mrs M E Dillingham
Treasurer.....	Miss A Kinney
Directress.....	Miss H S Judd

Woman's Christian Temperance Union.

Organized Dec., 1884.

President.....	Mrs J M Whitney
Vice-Presidents.....	Mrs C M Hyde, Mrs E G Beckwith, Mrs J M Damon, Mrs E W Jordan.
Recording Secretary.....	Mrs R Jay Greene
Corresponding Secretary.....	Mrs L McCully
Treasurer.....	Mrs L B Coan
Auditor.....	W A Bowen

Young Men's Christian Association.

Organized 1869. Annual meeting in April.

President.....	H Waterhouse
Vice-President.....	T R Walker
Secretary.....	W J Forbes
Treasurer.....	T S Southwick
General Secretary.....	S D Fuller

Library and Reading Room Association.

Organized March, Incorporated June 24, 1879.

President.....	A J Cartwright
Vice-President.....	M M Scott
Secretary.....	H A Parmelee
Treasurer.....	A L Smith
Trustees.....	Dr C T Rodgers, S B Dole, W Foster, H Waterhouse, Dr C M Hyde, W R Castle, B Ordenstein, J H Fisher, Wm F Allen.

Hawaiian Rifle Association.

Organized December, 1885.

President.....	Jno H Soper
Vice-President.....	J H Fisher
Secretary and Treasurer.....	J G Rothwell

Hawaiian Rowing and Yachting Association.

Annual Election, first Monday in August.

President.....	His Majesty
Vice-Presidents.....	C P Iaukea, C B Wilson
Secretary and Treasurer.....	W M Giffard

Myrtle Rowing Club.

Semi-Annual elections second Fridays in January and July.

President.....	Alex Robertson
Vice-President.....	W Chan Wilder
Secretary.....	G K Wilder
Treasurer.....	C T Wilder
Trustees.....	A W Carter, H Gunn, W E Rowell.

Hawaiian Jockey Club.

President.....	His Majesty
Vice-President.....	H A Widemann
Secretary.....	C O Berger
Treasurer.....	J G Spencer

Kapiolani Park Association.

Organized Nov 8, 1876; incorporated Dec 22, 1876

President.....	A S Cleghorn
Vice-President.....	Cecil Brown
Treasurer.....	Wm G Irwin
Secretary.....	W M Giffard
Directors—	Jas Campbell, T May, A S Cleghorn, Cecil Brown, W M Giffard, H J Agnew, Wm G Irwin, H R Macfarlane, T R Walker, E S Cunha, H J Nolte.

Hawaiian Camera Club.

Organized Jan. 10, 1889.

President.....	C Hedemann
Vice-Presidents.....	G W Smith, Dr F Day
Secretary.....	A W Richardson
Treasurer.....	G E Boardman
Ex Com.—	J A Hassinger, W M Giffard, Dr C B Wood.

Honolulu Arion.

Organized August 6, 1887.

President.....	M Goldberg
Vice-President.....	W W. lers
Secretary.....	K Poleyne
Treasurer.....	J Asch

Lodges.

LODGE LE PROGRES DE L'OCEANIE, No 124, A F & A M; meets on King St., on the last Monday in each month.

HAWAIIAN, No 21, F & A M; meets in its hall corner Queen and Fort Streets, on the first Monday in each month.

HONOLULU CHAPTER, No 1, R A M; meets in the hall of Le Progres de l'Oceanie on the third Thursday of each month.

HONOLULU COMMANDERY No 1 KNIGHTS TEMPLAR meets at the Lodge Room of Le Progres de l'Oceanie second Thursday of each month.

KAMEHAMEHA LODGE OF PERFECTION. No 1, A & A S R; meets in the hall of Le Progres de l'Oceanie on the fourth Thursday of each month.

NUUANU CHAPTER OF ROSE CROIX, No 1, A & A S R; meets at the hall of Le Progres de l'Oceanie, first Thursday in the month.

ALEXANDER LIHOLIHO COUNCIL No 1, OF KADOSH; meets on the third Monday of alternate months from February.

EXCELSIOR LODGE, No 1, I O of O F; meets at the hall in Odd Fellows' Building, on Fort Street, every Tuesday evening.

HARMONY LODGE, No 2, I O of O F; meets each Monday evening in Harmony Hall.

POLYNESIA ENCAMPMENT, No 1, I O of O F; meets at Harmony Hall, King street, first and third; Fridays of each month.

OAHU LODGE, No 1, K of P; meets every Wednesday at hall on Fort Street.

MYSTIC LODGE, No 2, K of P; meets every Thursday evening, at Harmony Hall.

SECTION No 225—ENDOWMENT RANK, K of P; meets on the second Saturday of January, July and December in the hall of Oahu Lodge.

HAWAIIAN COUNCIL No 689, AMERICAN LEGION OF HONOR; meets on second and fourth Friday evenings of each month in Harmony hall.

OCEANIC COUNCIL, No 777, AMERICAN LEGION OF HONOR; meets on the first and third Thursdays of each month, at the K of P hall.

HAWAIIAN TRIBE, No 1, IMP. O R M; meets at the hall of Oahu Lodge, K of P, every Friday evening.

COURT LUNALILO, No 6600; A O of FORESTERS meets at hall of Oahu Lodge, K of P, on second and fourth Tuesdays of each month.

GEO. W DE LONG POST, No 45, G A R; meets the second Tuesday of each month at Harmony hall.

Places of Worship.

CENTRAL UNION CHURCH (Congregational), corner of Fort and Beretania streets, Rev E G Beckwith, D.D., Pastor. Services every Sunday at 11 A M and 7:30 P M. Sunday School meets one hour before morning service. Prayer meeting Wednesday evenings at 7:30.

ROMAN CATHOLIC CHURCH, Fort Street, near Beretania; Rt Rev Hermann, Bishop of Olba, Revs Leonor and Clement, assisting. Services every Sunday at 10 A M, and at 4:30 P M. Low Mass every day at 6 and 7 A M. High Mass Sundays and Saints' days, at 10 A M.

ST. ANDREW'S CATHEDRAL, Emma Square, First Congregation. Clergy: Rt Rev Bishop Willis, Revs Alex Mackintosh and H H Gowen. Services on Sunday: Holy Communion at 6:30 A M. Morning prayer, with sermon at 9:30 A M. Hawaiian Evensong 3:30 P M. Evening prayer, with sermon, 6 P M. Holy Communion at 9:30 A M the last Sunday in each month. Sunday School 11 A M. Daily prayer at 7 A M and 5 P M.

Second Congregation, Rev A Mackintosh, acting Pastor. Services on Sunday: Morning prayer, with sermon, 11:15 A M; Evening prayer, with sermon, 7:30 P M. Holy Communion first Sunday in month, 11:15 A M. Sunday School 10 A M. Evening prayer, with address, every Wednesday at 7:30 P M.

Chinese Congregation, Rev H H Gowen in charge. Services on Sunday at 11:15 A M and 7:30 P M. Evening prayer every Wednesday at 7:30 P M.

CHRISTIAN CHINESE CHURCH, Fort Street, F W Damon, Acting Pastor. Services every Sunday at 10:30 A M and 7:30 P M. Prayer Meeting Wednesdays at 7:30 P M.

NATIVE CHURCHES.

KAWAIAHAO CHURCH (Congregational), corner of King and Punchbowl Streets, Rev H H Parker, Pastor. Services in Hawaiian every Sunday at 11 A M, and at 7:30 on Sunday evenings alternating with Kaumakapili. Sunday School at 10 A M. Prayer Meeting Wednesday at 7:30 P M.

KAUMAKAPILI CHURCH (Congregational), Beretania street, near Maunakea. Rev J Waiama, Pastor. Services in Hawaiian every Sunday at 10:30 A M, and at 7:30 P M on Sunday evenings alternating with Kawaiahao. Sunday School at 9:30 A M. Prayer Meeting every Wednesday at 7:30 P M.

Publications.

The *Hawaiian Gazette*, issued weekly by the Hawaiian Gazette Co. on Tuesdays. H M Whitney, Manager.

The *Daily Pacific Commercial Advertiser*, issued by the Hawaiian Gazette Co. every morning (except Sundays). Dan. Logan, Managing Editor.

The *Daily Bulletin*, issued every evening (except Sundays). W. Hill, Editor and Proprietor.

The *Friend*, issued on the first of each month. Rev. S. E. Bishop, Editor.

The *Anglican Church Chronicle*, issued on the first Saturday of every month. Rev. A. Mackintosh, Editor.

The *Paradise of the Pacific*, issued monthly. J J Williams and Wray Taylor, Publishers.

The *Planters' Monthly*, issued on the 15th of each month. H. M. Whitney, Editor.

The *Hawaii Pae Aina* (native), issued every Saturday morning. J. U. Kawaiui, Publisher and Editor. Issues also a Daily.

The *Kuokoa* (native), issued every Saturday morning. Rev. H. H. Parker, Editor and Publisher.

The *Elele* (native), issued every Saturday.

O Luso Hawaiiiano, (Portuguese), issued weekly on Saturdays. J. A. M. Osorio, Editor.

Aurora Hawaiiiana (Portuguese), issued weekly. Prof. J. de Freitas, Editor.

The *Hawaiian-Chinese News*, issued weekly.

The *Ra Oiaio* (native), issued every Friday, J E Bush Editor. Issues also a daily, *Ka Leo o ka Lahui*.

Anniversaries.

New Years Day.....January 1
Accession of Kalakaua.....February 12
Birthday of Kamehameha III.....March 17
Birthday of the Queen of Great Britain.....May 24
Decoration Day.....May 30
In Memory of Kamehameha I.....June 11
American Independence.....July 4
Birth of His Majesty the King.....November 16
Recognition of Hawaiian Independence.....Nov 28
Christmas.....December 25
Birthday of Queen Kapiolani.....December 31

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C Davis....Instr in Drawing and Blacksmithing
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